

Weather
Fine and cold today. The maximum temperature yesterday was 27.5 and the minimum 23.4, the figures for the corresponding day last year being 39.2 and 14.5.

THE CHINA PRESS

報 陸 大

Today's paper consists of
34 pages in four sections

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SHANGHAI SUNDAY, DECEMBER 29, 1918

大正四年三月廿七日 20 CENTS

GERMAN MEETING HELD TO DECIDE ON NEW CONSTITUTION

General Outlines Of Form
Of Government Repr-
ed Agreed On

TO HAVE PRESIDENT

Result Of Elections Known
January 27; Assembly
Meets Week Later

(Reuter's Agency War Service)
Amsterdam, December 22.—A message from Berlin states that a conference in Berlin on the Empire's new constitution, in which the Secretary of State for the Interior and the Austrian Minister participated, agreed that an elected President shall be head of the Imperial Government, with powers midway between those of the President of the United States and the King of England. The President will form his Cabinet on Parliamentary principles. The Cabinet will be assisted by a Staatsrat, consisting of representatives of the Federal Republics, corresponding to the American Senate. The Staatsrat, however, will not interfere with the independence of the Federal Republics, which will number about fourteen or fifteen.

Amsterdam, December 22.—A message from Cassel states that Marshal von Hindenburg, in a Christmas proclamation, glorifies the German army and denounces the "petty revenge" depriving officers of the insignia of their rank and arms by the destructive and disruptive elements.

Amsterdam, December 23.—A message from Berlin states that the result of the elections will be known on January 25. The National Assembly will meet a week later and will sit at least eight weeks. The meeting place has not yet been fixed.

General von Gontard, Commander the 14th Baden army corps has issued a proclamation declaring that the army's votes must be given to the Social Democrats and non-Socialist parties, which are united against the Spartacus group.

Wilson Talks To Hoover

On German Food Situation

(Reuter's Agency War Service)
Paris, December 24.—The President has had a conference with Mr. Hoover, United States Food Administrator, regarding the food situation in Germany. The American food authorities possess reliable information that the food situation in Germany is not so acute as is stated in official German whines, and nothing can alter America's determination to feed her associates first, neutrals second and Germany last.

U-29, OF HEROIC RECORD, GIVEN UP FOR MONEY

Crew Surrenders It For Bonus
Despite British Offer
To Spare It

(Reuter's Agency War Service)
Amsterdam, December 22.—The Koeninklijke Volkskrant states that Admiral Beatty at the naval armistice negotiations did not ask for the surrender of the German submarine, U-29, owing to its glorious record of torpedoing three British cruisers, but the German crew disgracefully gave up the submarine in order to earn the five hundred marks promised to each man by the German Government for taking submarines to England.

General Rhodes, U.S.A. Hurt In Air Accident

Plane Crashes To Earth, Killing
British Pilot And Seriously
Wounding Him

(Reuter's Agency War Service)
Paris, December 23.—An aeroplane from Treves crashed to the ground at Rouvres, in the vicinity of Paris. The British pilot was killed and the American General Rhodes was seriously injured.

Churchill Reviews Transition Of Trade From War To Peace

British Munitions Factories
Have Released 230,000 Workers
For Other Industries

(Reuter's Agency War Service)
London, December 22.—Mr. Winston Churchill made a detailed statement at the conference of the Trades Unions Advisory Committee and employers, outlining the measures taken to facilitate the turnover of the industry of war to a peace basis.

He said that stocks of war material worth approximately £1,000,000,000 had to be carefully disposed of without disorganizing normal industries.

The headquarters staff of the Ministry of Munitions on the 11th November exceeded 20,000, of whom between 4,000 and 6,000 would be released by January 31. The munition inspection staff exceeded 70,000, of whom sixty-five percent were women. Already 25,000 inspectors have been released.

In November the output of munitions was the highest ever. Sir Douglas Haig's artillery during fifteen successive days discharged over 12,000 tons of shells a day. During October the average production of shells was over 47,000 tons a week. The unshakable confidence of the army in its shells and guns was the best tribute to the efficiency of the output.

By Christmas 230,000 persons will have left munitions production and very large numbers of them are already being employed again in peace work.

The change-over in the steel trade was working very satisfactorily. The export pieces of steel had been fixed till May 1. All restrictions on the purchase and manufacture of machine tools have been removed, large stocks of non-ferrous metals have already been placed on the market and supplies of numerous other materials which were under the control of the Ministry of Munitions have been released. Relaxations of Government control were proceeding daily and priority classifications for manufacture have been abolished. Measures are being taken to develop alternative production during the period of transition, and in this connection, the Dominions are invited to place orders through the Ministry of Munitions at advantageous terms. The railway executive has ordered a thousand locomotives and 40,000 wagons, large orders for Government housing schemes are being planned and the widest steps are being taken to adapt munitions into articles of commercial use.

In conclusion Mr. Churchill fore-shadowed that in a very few months the great industries would have resumed their normal activity and he said there ought to be a period of great activity following the period of transition.

TO ENTERTAIN SAILORS ARRIVING TOMORROW

Navy Y.M.C.A. Plans Program
For 300 American And 50
British Bluejackets

Three hundred American and 50 British sailors, to arrive here on the China Mail liner Nanking tomorrow, will be entertained during their stay in Shanghai. Plans announced by the Navy Y.M.C.A. last night include a tiffin at the Carlton Monday noon, a trip through the Chinese city from two o'clock until five Monday afternoon, and a supper and dance in the evening, probably at the Town Hall.

An orchestra has been engaged for the tiffin and there will be one or two speeches. The committee hopes to have the Municipal Band play for the dance.

Supper will be served by the American Women's Club members and an invitation will be extended to all Shanghai girls to attend the dance.

It is planned to secure automobiles in the afternoon to allow sailors who do not desire to make the trip through the Chinese city a sight-seeing trip about the Settlement.

The local Association was notified of the coming of the sailors by Mr. G. Sherwood Eddy, foreign director of the Young Men's Christian Association, who is a passenger on the Nanking. Mr. W. J. Hutchins, former Professor of Homiletics at Oberlin Theological Seminary, now in Y.M.C.A. war work, is also a passenger on the steamer. Mr. Hutchins is on his way to India.

MAIL FOR AMERICA TODAY

A supplemental mail for America by the Canadian Pacific liner Montague will close at the United States Post Office at 9:30 a.m. today.

Her Dream Coming True By Winsor McCay



JAPAN'S MORPHIA TRADE GROWS IN NORTH CHINA

Conditions Ugly In Tientsin,
Where Foreign Soldiers Are
Drug Victims

(Reuter's Pacific Service)
Peking, December 27.—Reports from Tientsin show that Japanese trade in morphia continues to flourish there. Customers include foreigners, notably soldiers, many of whom are thus being corrupted and some of whom have recently sold their equipment in order to secure funds to purchase drugs from Japanese.

The foreign authorities concerned demanded the return of the equipment, but the Japanese refused unless the price was refunded, contending that the principle that a uniform should not be bought amounted to interference with trade. Up to the present the equipment has not been recovered, and there is no indication so far that the Japanese intend to suppress this noxious trade of their nationals, which is opposed to treaties and the laws of humanity.

The situation in North China, indeed, appears to be getting worse, and there is no doubt that this will continue until Japan takes up the matter either voluntarily or when the indignation of the world is more clearly revealed.

GERMANS LEAVE BEHIND HUGE SUM OF MONEY

Boxes Containing 6,000,000
Marks Found In Wagon
In Belgian City

(French Wireless)
Brussels, December 27.—(Via Lyons and Koulaza). Among the important material abandoned by the Germans in the transshipping station at Muyen there has been found a closed wagon packed with small wooden boxes containing a sum of about six million marks. The wagon was immediately sent to Antwerp under a strong escort.

Dr. Wu Chao-Chu States Defense Of Canton's Action

Says Peace Is Impossible While Peking Moves Troops
Despite Armistice

Dr. Wu Chao-chu, son of Dr. Wu Ting-fang and a member of the Constitutional government at Canton, explained yesterday to a representative of THE CHINA PRESS why the South refused temporarily to proceed with arrangements for the peace conference in China. He places the blame on the insincerity of the Peking Government in sending troops to Shensi and Fukien despite the armistice.

The South is willing to compromise on this issue and has so notified the North, said Dr. Wu, and until the North gives some definite pledge that it will cease further military encroachments during the armistice Canton will not enter negotiations.

"It is unfair to accuse us of blocking the conference," he said. "It is like accusing us of killing our own child, for the peace conference is our child. The first step for peace in China came from us, several days before the Allies presented their memorandum on peace to Peking. We suggested in a direct telegram to the Peking government that such a conference be held."

"Shortly after that, in spite of the armistice ordered by President Hsu Shih-chang, the North began sending troops both to Fukien and Shensi. These provinces may be called the two ends of the military line in China, strategic points. The pretext of the North is that it wants to suppress the bandits in those provinces. But even if there are bandits there, why the solicitude about those two provinces?"

Hold Services Today For The War's Fallen

Memorial Exercises This Morning
At The Cathedral
And Union Church

Memorial services for the fallen in the war will be held this morning at Holy Trinity Cathedral and Union Church.

GERMAN MINISTER TO MEXICO RECALLED

Von Eckhardt, Who Got Zimmermann's Famous Order,
Must Go Home

(Reuter's Agency War Service)
Washington, December 22.—A message from Mexico City states that the German Government has recalled von Eckhardt, German Minister to Mexico, to whom Dr. Zimmermann sent his message of January 19 last year, proposing a Germano-Mexican alliance against the United States if the United States entered the war on the side of the Entente Powers.

PEOPLE DYING LIKE FLIES IN VIENNA FROM HUNGER

British Commissioner Says
200,000 Will Perish Of Starvation
Unless Food Is Rushed

(Reuter's Agency War Service)
Vienna, December 22.—The chief of the British Red Cross contingent in Austria declares that unless food is sent to Vienna immediately at least 200,000 persons will die of starvation. People, he says, are already dying like flies.

Shipping Situation Is Easier Already

British Vessels Going Back On
Trade Routes Neglected During
War, Says Controller

(Reuter's Agency War Service)
London, December 23.—The Shipping Controller, Sir Joseph Maclay, interviewed, stated that the shipping situation was already much easier and that ships were being placed on trade routes that had been neglected during the war. He fore-shadowed the speedy abolition of Government control in its present form.

PROGRAM IS OUTLINED FOR LEAGUE OF NATIONS

Promoters Decide On Steps To
Be Taken For Its Formation,
Le Matin Reports

(Reuter's Agency War Service)
Paris, December 23.—Le Matin states that the promoters of the League of Nations will proceed as follows: Firstly, the Allied Governments will state the fundamental rule that peoples have the right to dispose of themselves and consequently limitation of armaments and arbitration will be compulsory. Secondly, the enemy powers will be ordered to accept these fundamental principles and then the details of the peace treaty will be discussed. Thirdly, a universal conference will decide on the relations between peoples and regarding neutral powers being able to present. Germany's admission to the conference will only be discussed after she has accepted her total punishment and has agreed to all indemnities.

2,000,000 THROATS ROAR WELCOME TO WILSON IN LONDON

Unprecedented Ovation As
Britain Sees Its First
American President

RECEIVED BY KING

Appears On Balcony Of
Buckingham Palace To
Acknowledge Cheering

(Reuter's Agency War Service)
London, December 26.—Two million Londoners, who today lined two miles of streets decorated with flags and bunting, gave a vociferous welcome to the President of the United States. In a state carriage, with King George and the Duke of Connaught, surrounded by a sovereign's escort of Household Cavalry and amid the thudding of saluting cannon, President Wilson received, as he passed between solid lines of soldiers, a popular welcome, unprecedented in history.

London was not satisfied with the tumultuous greeting accorded during the ceremonial drive to Buckingham Palace, where President Wilson is staying as the King's guest. Some two hundred thousand people, completely filling the huge semi-circular assembly place facing the palace, cheered incessantly until half an hour after his arrival, when President Wilson appeared on a balcony beside the King. With them were Queen Mary, who waved a small American flag, Mrs. Wilson, Princess Mary and the Duke of Connaught. So prolonged and intense was the cheering that the President, showing great emotion, thanked, "In a few words, the citizens of London for their magnificent welcome."

Escorted By Cruisers
The trip from Chaumont, the headquarters of the American Army, where the President spent Christmas with the troops, to Calais was uneventful. Four French cruisers escorted the presidential party to the middle of the Straits of Dover, where six British warships received them and escorted the President to Dover. Here President Wilson was met by the Duke of Connaught and Ambassador Davis, and at the decorated station the Mayor of Dover read an address of welcome, to which the President replied:

"Mr. Mayor, you have certainly extended to me and to those who are accompanying me a very cordial and gracious hand of welcome. Even the sea was kind to us this morning and gave us a very pleasant passage, so that it allied perfectly with our expectations of the pleasure we should have in landing in England. We have gone through many serious times together and therefore we can regard each other in a new light as comrades and associates because nothing brings men together like a common understanding and a common purpose. I think that in spite of all the terrible sufferings and sacrifices of this war, we shall some day, in looking back upon them, realize that they were worth while, not only because of the security they gave the world against unjust aggression, but also because of the understanding they established between great nations which ought to act with each other in the permanent maintenance of justice and of right. It is therefore with emotions of peculiar gratification that I find myself here. It affords the opportunity to match my mind with the minds of those who, with a like intention, are pursuing to do the best that can be done in the great settlement of the struggle. I thank you very warmly, gentlemen, for your greetings and beg to extend to you in the name of my own countrymen the most cordial greetings."

Arrival At Charing Cross
The President and his party then entered a Royal train and proceeded to Charing Cross station, London. Waiting on the brilliantly decorated platform were King George and Queen Mary with Princess Mary, the Prime Minister, nearly all the members of the War Cabinet and the principal naval and military officers of the Empire. The meeting between the President and Mr. Lloyd George, after introductions to the

Royal family, was most cordial, as was that between the Queen and Mrs. Wilson. The King and the President then inspected the guard of honor. Simultaneously with the departure of the procession from the station the guns of the tower and in Hyde Park commenced firing a salute of forty-one guns. Church bells rang out and the enormous crowd around Charing Cross cheered wildly, more like an American election crowd than the normally staid populace of London.

As the procession neared Marlborough House, in Pall Mall, Queen Alexandra, the Queen of Norway, Prince Olof and Princess Victoria came out unceremoniously and stood on the pavement. The crowd fell back around them and the President, as his carriage passed, leaned forward and waved a greeting in response to the fluttering handkerchiefs of the royal group, while King George saluted. Outside the Berkeley Hotel, as the procession turned into Piccadilly, President Wilson received his welcome from the American colony. Every window and balcony had been provided with large baskets of aurelia, and American naval and military officers showered handfuls of flowers on President Wilson and the King, also throwing them into the carriage occupied by the Queen and Mrs. Wilson. After the reception at the Palace, when the President and Mrs. Wilson, with their royal hosts, appeared on a balcony, the President was handed a small Union Jack by the Queen and this he waved for sometime to the huge delight of the enormous crowd. Five aeroplanes in battle formation flew over the Palace.

IS INVITED TO IRELAND
London, December 23.—Meeting held in Dublin, Limerick and other large Irish towns passed resolutions inviting President Wilson to visit Ireland.

To Visit Italy and Belgium
Paris, December 23.—President Wilson wishes to finish his unofficial visit to Europe by visiting Italy and Belgium and the devastated regions of France after returning from England, and then to buckle down to peace work.

St. John's Man Dies In U.S. Army Service

Mr. Oswald W. Gott, Former Faculty Member, Succumbs To Influenza In Camp

News has just been received of the death, in army service, of Oswald Wilson Gott, who was during the past two years a member of the faculty of St. John's University, Shanghai.

Death came from an attack of influenza followed by pneumonia. Mr. Gott came to Shanghai in September, 1917, to join the staff of St. John's University. Besides being an instructor in the department of Economics, he served during his two years there as major of the university battalion, which organization he kept up to a high standard of efficiency, having himself received military training at Plattsburg. In addition to this he was an active member of the American Company, N.Y.C., in which he held the rank of corporal.

Mr. Gott went back to the United States last July with the purpose of enlisting in some form of army service, and soon after his arrival secured an assignment to Camp Greene, Charlotte, N. C., where he was made a corporal in charge of training recruits. Soon after this he was promoted to be acting-sergeant. When the number of cases of influenza in the camp became so great that there was a lack of nurses for them and volunteers were asked for to do this work, Sergeant Gott at once offered his services. He contracted influenza himself, and died after a very short illness.

He studied at Portman University Law School, and after receiving the degree of Bachelor of Laws was admitted to the New York bar. After coming to Shanghai he passed his examinations admitting him to practice in this city.

Mr. Gott's native state was Maryland. His father is of the firm of Arncliffe and Gott, 149 Broadway, New York. Both his father and mother survive him. The last letters received from him showed an expectation of returning to China when the war should come to an end. He leaves many friends who greatly regret his loss.

JAPANESE DIET OPENS

(Reuter's Pacific Service)
Tokyo, December 27.—The forty-first session of the Diet was formally opened today. Owing to the indisposition of the Emperor, the speech from the Throne was read by the Premier.

BOLSHEVIKI CAUSED OMSK DISTURBANCE

Resulted In Attempt By Armed Workmen To Win Over Troops

(Reuter's Pacific Service)

Harbin, December 26.—It is officially reported from Omsk that Bolshevik propaganda resulted on the night of December 23 in an attempt on the part of a considerable group of armed workmen and various criminal elements to try to influence the troops not to obey their chiefs and to create disorder. They managed to take possession of Kulomino Station, near Omsk and to free the arrested members of the Constituent Assembly. The troops, however, did not waver and displayed the greatest valor and suppressed the mutiny in a few hours.

On the night of December 23 the police discovered and arrested a group of Bolsheviks in Omsk at what was apparently the headquarters of all their organizations.

Representatives of the Russian Political and Social Union have appealed to General Janin, greeting him as the representative of France, Russia's old, faithful ally, and expressing sincere gratitude for the help extended and hoping that now, when all patriotic elements have gladly delivered Russia's fate and their lives into the hands of the ruler, Admiral Kolitchak, the Allies will support this political course, which only can lead to the restoration of Russia's previous strength and to the salvation of the starving population.

Vladivostok, December 26.—According to news just received here, Perm has been occupied by the Siberian forces, and 8,000 Bolsheviks have been captured.

Omsk, December 26.—General Popelnieff, commanding the Siberian troops, has captured the town of Perm. Fighting continues in the neighborhood. The Siberians captured 8,000 prisoners and a large quantity of guns and ammunition. A large detachment of Red Guards is cut off between Perm and Kungur, and many detachments of the defeated Soviet regiments are now surrendering.

Vladivostok, December 27.—Local opinion and the press are greatly concerned over the agitation which is to be observed among the Allied nations for the recall of the Allied expeditionary forces in Russia. This attitude is thought to be due to ignorance of the Russian situation and war weariness. Papers of all shades of opinion say that this would be tantamount to handing over Russia to anarchy and the Germans.

Mobilisation of officers and soldiers is in progress here. Today an order was published, saying: "Owing to the formation of the Russian army being hindered by lack of arms and it being known that a considerable number of the population are concealing such, all who do not give up arms in their possession within three days will be tried by court martial."

A message from Omsk states that it is officially announced that all members of the secret Bolshevik Council in Omsk have been arrested.

Twenty Ships To Load Australian Wheat

(Reuter's Agency War Service)
Melbourne, December 23.—Twenty-nine steamers are expected here presently to load wheat.



China Red Cross Chapters Will Furnish 500 Beds In Hospitals Of Siberia

Allotment Made By Major A. L. Castle Of Commission After Inspection Here; Has Praise For Local Workers

American Red Cross chapters in China will supply one-third of all surgical dressings, hospital garments, and hospital supplies used by the American Red Cross in Siberia up to June first. This means that chapters in this country will furnish everything necessary for the maintenance of institutions which total 500 beds. Chapters in Hawaii will contribute a third and the remainder will come from the Philippines and Japan. The allotment was made by Major A. L. Castle of the American Red Cross Commission to Siberia, after an inspection of the Red Cross workrooms here.

Major Castle in an interview last night said that the Shanghai Chapter workrooms were at their maximum efficiency and he showered praise on those in charge of the work done by the Central Committee, and the local chapter. He also praised the Chinese unit in charge of Russian Island Hospital at Vladivostok since the withdrawal of the Japanese Red Cross workers. The Chinese unit, with Dr. Ethel Poik in charge and Miss Hood as head nurse, will soon take over the big refugee hospital at Vladivostok, Major Castle said.

American Red Cross doctors in Siberia fear the dreaded typhus and are taking all precautions to prevent its spread, said Major Castle. The first anti-typhus train is due to leave Vladivostok today to cope with situations as they arise and thoroughly clean and scrub Siberia.

The train is of 15 cars with Dr. Joshua Rowett of Baltimore in charge. Two Manila men, Messrs. O. C. Hansen and J. S. Scates, are from Honolulu. Messrs. Bukeley and Walker, complete the personnel. The train is completely equipped to clean Siberia. There are three cars given over to shower baths, one stabling car, a carload of drugs and seven cars of supplies and clothing in addition to office and sleeping coaches. The Americans are ready for a cleaning and educational campaign. When working the men will be dressed in canvas suits to cover them with the exception of their eyes. "When dressed in their working clothes,

they resemble divers," Major Castle said.

The train will go to Ekaterinburg where 25 new cases of typhus are discovered daily—with no Red Cross hospital there. But it will stop at any station where the disease asserts itself. The co-operation of the Municipal authorities will be requested. Municipal baths will be established and if there are no baths available the residents of each city will be washed in the anti-typhus train. That the situation is desperate is appreciated. More trains will follow this one if necessary, the Allied Governments agreeing to pay all expenses. The first train will cost at least \$199,000 but there is no limit. The Allied Governments do not want typhus to sweep Siberia and infect Manchuria and Mongolia.

Millions of pamphlets are to be circulated and lectures given where possible. The Red Cross is in touch with the situation. Doctors realize that the disease has a foothold in Ekaterinburg, Cheliabinsk, Tumen, Omsk and Irkutsk. There are hospitals at Tumen and Omsk established recently by Dr. Teusler, head of the American Red Cross. At Irkutsk there is a small Russian hospital. Cases are isolated in Vladivostok. The anti-typhus train will go clear to the Urals, scrubbing and cleaning on the way. Campaigns will be waged in every city, active measures will be taken where the disease exists and preventive measures where it has not yet manifested itself.

The influence of the American Red Cross has been seen in every possible humane activity in Siberia, said Major Castle. Refugees have been clothed and fed; medical service rendered to the Czech and Russian armies; a reserve supply of medicine, hospital garments and anything else needed, is maintained for emergency use by the American Expeditionary Forces; and Austrian prisoners have been cared for.

A complete idea of the work going on is impossible because of delayed reports. It is known that 1,600 refugees have been given homes in Vladivostok and food is daily distributed to 6,000. Two thousand orphans from Petrograd

are under the care of the Red Cross at Omsk and thousands are being fed. Further west the work is in even greater proportions. Major Castle asserted.

Over \$5,250,000, of which nearly \$500,000 in supplies and money has come from chapters of the 14th division, has been spent in Siberia and there is yet much to do. Over 100,000 blankets have been distributed, hundreds of thousands of yards of piece goods and all sorts of clothing have been purchased, made and supplied, and hospitals are built and maintained.

All this is done with a staff of 300 of which 155 are American and British. And there is time to look after 4,000 Austrian prisoners deprived of food because Swedish Red Cross relief trains were confiscated. Major Castle insisted on saying a word of praise for the "wonderfully equipped and well-behaved forces of

the United States Army, a source of pride to every American in Siberia."

The Red Cross Commissioner comes here after inspection of chapters at Tokio, Yokohama, Kobe, Seoul, Mukden, Peking, Tientsin and Nanking. He will be here until Tuesday when Mrs. W. T. Paine arrives from Yokohama with standard patterns for garments. Final orders will be given the Central Committee then. Major Castle will go to Manila where his duties are yet unknown. He was ordered to establish Home Service Work with the Philippine National Guard, joining Mr. L. T. Gibbons of Chicago, coming on the Nanking. The signing of the armistice makes the status of the Philippine Division very much in doubt and Major Castle's plans may be upset by Washington. He will then go to Hongkong and Canton and will probably return to Washington at

the conclusion of his inspection tour.

The work planned for the Philippine Division has been successful in Siberia. A connecting link has been maintained between soldiers with the American forces and their homes.

Major Castle told of a request from a South Carolina private who received a cable that his family was in financial straits and his sisters and mother were in need of medical attention. The telegram asked for money. The soldier did not have it, so he turned the cablegram over to the Red Cross man. Twenty-four hours later, money and medical attendance had been supplied to the soldier's family in the little town in South Carolina.

"What the Red Cross has accomplished in Siberia is a matter of pride for Americans and humanity," said Major Castle.

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Are you a Poet? Can you Compose?

Prizes will be given for the best couplet sent in to fill the missing space in this chorus:



"If your hair were not so curly,
And your teeth so pearly, girls,
I would still love you.
If you said you didn't love me,
And thought yourself above me,
I would still love you.
If your bills for hats and dressing
Had my bank-roll badly guessing
I would still be true.
(Fill in here)
I would still love you."



Example: "If I saw you making faces over losing at the Races,"

Address all attempts to: "Keeley and Aldous, The Carlton."

The Winning Couplet will be announced during dinner on Tuesday at

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All couplets sent in will be sung by KEELEY & ALDOUS during the dinner performance.



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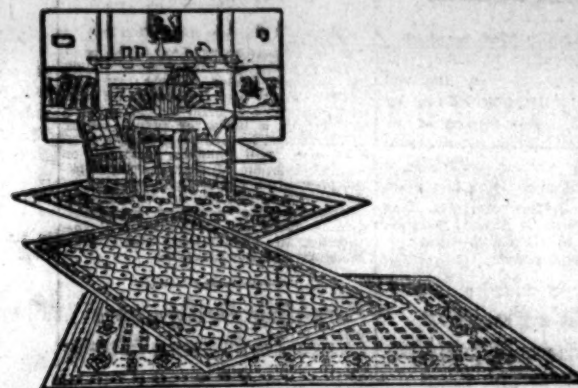
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MANNHEIM OCCUPIED BY FRENCH BATTALION

Foch Sends Troops To Protect Allied Prisoners In Camps There

(French Wireless)
Paris, December 27.—(Via Lyons and Koukaza). A message from Zurich says that the Badische Landeszeugungsamt announces that, under the instructions of Marshal Foch, a battalion of French infantry has entered Mannheim. This does not mean a permanent occupation of the town but is only for the purpose of supervising the war-prisoners camp in the neighborhood, where there are at present assembled ten thousand men waiting for their liberation. This measure of Marshal Foch is justified by the fact that several prisoners-of-war have been murdered in the camp near Mannheim and by various complaints of the bad treatment inflicted on prisoners-of-war belonging to the Allied forces.

Paris, December 22.—A French squadron, headed by the battleship *Montcalm*, is proceeding to the Baltic to superintend the repatriation of prisoners from Germany.

ENGLISH UNIVERSITIES OPENING TO COLONIALS

Committee Appointed To Facilitate Attendance Of Students From Dominions

(Reuter's Agency War Service)
London, December 22.—The War Office announces that an Imperial Education Committee, presided over by Lord Gorell, has been formed at the request of the Dominions to co-operate in furthering various schemes to facilitate Colonial students in British Universities and elsewhere. The University of London is already extending facilities to Colonial students who are waiting to return home.

Australia's Position On German Expulsion

(Reuter's Agency War Service)
Melbourne, December 16.—In the House of Representatives Mr. W. A. Watt said that the Commonwealth will act in close co-operation with the Imperial Government regarding the expulsion of Germans. The Government has requested the High Commissioner of Australia to secure the portraits of some of the Australian prisoners returning from Germany to enable the people of Australia to judge the facts with regard to the barbarities of the enemy from photographs.

Melbourne, December 22.—The Victoria Assembly has passed a bill requiring that all goods shall be marked clearly with the name of their country of origin. The bill will prevent German goods after passing the Customs being labeled "Made in Australia." Goods improperly labeled will be liable to forfeiture and those responsible will be liable to be made to pay substantial fines.

News Brevities

Sir Francis Aglen, Inspector-General of the Chinese Maritime Customs, arrived in Shanghai Tuesday and is the guest of Mr. R. H. Wade, the Customs Commissioner, and Mrs. Wade.

The wedding of Captain Floyd Hatfield, adjutant of the 15th U.S. Infantry, and Miss Celina Deschamps will take place in Foochow December 31.

News had been received of the death of Mr. Peter D. H. Grant, of the International Banking Corporation, which took place in the United States while he was serving in the Food Controller's office. Mr. Grant came to the Far East in 1903 and served in the Singapore, Hongkong, Shanghai and Hankow offices of the bank. He went to America about eighteen months ago. He was only about 38 years old.

Messrs. H. H. Ferris and Charles York, American Y.M.C.A. secretaries going to India for work with British soldiers, are stopping at Shanghai.

The hearing of the naval inquiry into the sinking of the China Merchants' steamer *Kiangwan* will be resumed at the Admiralty Court tomorrow afternoon at 2:30 o'clock.

A reasonable gift from the Maison Marcel, the French confectionery establishment at 243-A Szechuen Road, is a Christmas Cake, which will be enjoyed by the staff of THE CHINA PRESS.

Mrs. J. J. Keegan and children will return to Shanghai today from a trip to Australia. They arrive on the *Montezuma*.

Mr. Arthur Hugh, student secretary of the National Committee of the Y.M.C.A. of China, will speak before the Sunday Service League in Martyn Memorial Hall, 120 Szechuen Road, at 5 p.m. today. His subject will be "China's Hope Entering the New Year of Peace." There will be special music.

Mr. R. D. Bunn, who left for Japan a few weeks ago, has returned to Shanghai.

France To Use Planes To Distribute Food

Former Bombing Machines To Carry Supplies To Liberated Districts

(French Wireless)
Paris, December 27.—(Via Lyons and Koukaza). The newspapers announce that, in order to hasten the revictualing of the liberated districts and particularly the departments of the north where great difficulties are still being met with owing to the bad state of the roads and railways, the Government has decided to make use of bombing planes, which are at present not being used owing to the cessation of hostilities.

This is not the first experience of this kind for it will be remembered that on several occasions during the hostilities the military aviation was called on to revictual advanced troops who were found, for a short time, to be cut off from communication with their bases. In Mesopotamia, in Palestine and in Macedonia the use of aeroplanes as food-carriers was particularly frequent and they rendered very valuable services.

Aerial Conference Set For Early In Year

Code For Air Navigation To Be Embodied In Peace Treaty

(Reuter's Agency War Service)
Paris, December 22.—An Allied conference, including representatives of the United States, Great Britain, France, Italy and Belgium, will be held here early in 1919, with a view to establishing a basis for future aerial navigation. The principal subjects of discussion will include means to prevent evasion of customs barriers, also prevention of the rapid conversion of German postal or commercial aeroplanes into bombing machines. The conference's decisions will be embodied in the peace treaty with Germany and her ex-allies.

Pershing Designates Units To Return Home

Baker At Same Time Urges Resumption Of Volunteer Enlistments

(American Wireless To Reuter)
Washington, December 27.—(Received by French Wireless Station).—General Pershing today cabled lists of units of the Expeditionary Force designated for early conveyance home.

Washington, December 27.—Immediate legislation authorizing the resumption of voluntary enlistments in the army and repealing the provisions of the selective service act limiting the enlistment period to the duration of the war was urged today by Secretary of War Baker in a letter to the chairman of the House Military Affairs Committee.

BILLION IN MONTH FOR FRENCH DEFENSE BONDS

Subscriptions Exceed The High Average Of Previous Six Months

(French Wireless)
Paris, December 27.—(Via Lyons and Koukaza). The total amount of the subscriptions to National Defense Bonds, after deducting renewals and repayments, for the first fortnight in December was 1,902 millions. This result is extremely satisfactory in comparison with the exceptional results of the previous months and it exceeds greatly the average, already remarkable, of the current six months.

Chinese Women Students To Meet

Twenty-three Chinese returned woman students from America will hold an all-day conference next Saturday at the Y.W.C.A. The object of the gathering is to discuss the problem of how to use the leadership of educated women in the church. Dr. D. W. Lyon of the Y.M.C.A. will lead the discussion. Miss Harriet Smith, National Student Secretary of the Y.W.C.A., will also be present. The conference will be officially opened by Mrs. D. X. Lin.

BRITISH LABOR PARTY WANTS SECOND PLACE

Asks Recognition As Official Opposition If It Is Second In Numbers

(Reuter's Agency War Service)
London, December 23.—The Daily Chronicle states that the Labor members of the Privy Council will probably sit on the front opposition bench. There is a strong movement on the part of members of the Labor Party to demand that the Labor Party shall be recognized as the official opposition if it is numerically the largest party in the new House outside the Coalition.

French Decoration For King Of Spain

(Reuter's Agency War Service)
Paris, December 24.—A new stage in Franco-Spanish relations is marked by a telegram from the King of Spain to President Poincaré, thanking the latter for the *Medaille de Reconnaissance Française* which was conferred on King Alfonso in recognition of his services in the cause of French prisoners of war. King Alfonso says that he would have been glad to do more to relieve the sorrows of the noble Nation, for which he has always had the most sincere friendship, a feeling which is shared by the Spanish people, and which is now strengthened.

PADEREWSKI TO POLAND

(Reuter's Agency War Service)
Copenhagen, December 23.—M. Paderewski, the famous pianist, has arrived here on board the British cruiser *H.M.S. Concord*. He is bound on a mission to Poland.

Peking Reports Say South Has Waived Its Objections

Telegram Received There That Fukien And Shensi Issues Will Be Dropped

(From Our Own Correspondent)
Peking, December 23.—The Government's statement, of which an outline was telegraphed to you on Saturday, is now pretty widely known, though it has not yet appeared in all the Chinese newspapers. Copies of it were handed to certain legations, and now the reason for the statement is becoming apparent. It is intended very largely for legation consumption, though incidentally for public consumption also. It appears that the Government has reason to suppose that certain of the legations are about to deliver another communication on the subject of the dispute between North and South, and this document account of the complacency that the Government has shown towards the South is intended, if possible, to render any such joint representations unnecessary.

It must be admitted at once that, unless the South can come forward with a very strong case in reply to the case already made out by the Government for itself, the Government's position will be strengthened by this document. The Government is able to show that on practically every point raised by the South it has at least shown itself reasonable, and therefore entitled to some consideration in return. As the case is represented here, the South has not reciprocated as it might have done, and its crowning mistake has been its threat, for it amounts to no less, to wreck China's representation at the Peace Conference in Europe. How this wrecking would be effected does not appear, and it is believed here that it could not as a matter of fact be effected; but the threat has alienated quite a good deal of sympathy from the South.

Today the matter seems to have taken a new turn. Telegrams reach here from Nanking indicating that the South realizes that if the Government is going to give publicity to all the negotiations that take place, and especially to quote definite telegrams, it would be wise to leave some of the matters to be discussed at the Conference itself and not, as the Government intends if the negotiations are long drawn out, *coram populo*. Today's telegrams state that two points for which the Government was standing out have been conceded. First, the South agrees to have the Conference at Nanking; second, Mr. Tang Shao-yi agrees to leave the Fukien and Shensi matters to be discussed after the Conference meets.

As to the former point, the

knowledge had a bearing also on the protest of the South against references to tufel in Fukien and Shensi. Now that the South has given way on these two points it is generally felt that the Nanking Re-organization Conference is nearer than it was, and that possibly by the first of next month the preliminary meetings will be taking place. Under these circumstances the Government is hoping that no further joint representations from the Allied Legations will be made; but it seems certain that as soon as the Christmas holidays are over some sort of representation will be made. With what particular points it will deal is not known, but whatever they are the Government does not want it.

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ASKS LEAVE TO APPEAL FROM PASSERI JUDGMENT

Liquidation Bureau Of German Bank Objects To Big Remuneration Bill

Application for leave to appeal from the judgment awarding Mr. C. Passeri the sum of Tls. 178,000 and \$24,000 for his work as liquidator of the Deutsch-Asiatische Bank was made in the Mixed Court yesterday by the Bureau of Liquidation of the bank. The application was made by Mr. H. P. C. Master before Italian Assessor Rosa and Magistrate Yui and it was stated that the basis of appeal was whether Mr. Passeri was actually liquidator or not rather than the question of the amount of remuneration due him.

The application was opposed by Mr. G. H. Wright, counsel for Mr. Passeri, and at the conclusion of argument judgment was reserved.

Mr. Master stated to the court that he thought he was entitled to leave to appeal even though no appeal court was at present constituted. The money for which judgment was given had been deposited with the court and he asked that it be retained pending the appeal. It was in the court's discretion to grant the application.

Mr. Wright contended that this was a case in which an appeal should not be allowed. Counsel for the opposing side must show he was entitled to appeal, which it was quite clear could not be done. Even if the appeal rules of the court did apply it was clearly stated that they only applied to a decision given in a civil case, meaning a case where the court had before it a defendant and a plaintiff. There was no civil action here; there was only an interdictory application made by an Italian subject in the course of the winding up of an institution subject to the jurisdiction of the court.

There was no decision by one person against another. Mr. Wright went on to say that the only matter before the court had been the question of the amount of remuneration Mr. Passeri should receive. The fixing of the remuneration was purely a matter of discretion of the court and it was a well known rule of law that no court of appeal would interfere with the exercise by the other court of its discretion. Even supposing that there was an appeal, Mr. Wright said, the appeal court could only re-hear the case on the evidence given and the only evidence of any value would be that of Mr. Thomson on the question of the amount of remuneration. In this case they had no evidence to contradict the amount claimed by plaintiff and confirmed by Mr. Thomson and just as the court had no alternative but to decide in favor of Mr. Passeri so the appeal court would be in precisely the same position.

Mr. Master maintained that the rules of the court did apply and that it was in the court's discretion to grant leave to appeal. He submitted that in any case there was always the right of one party to apply to have the decision reviewed. In answer to a question by the court Mr. Master said that the main basis of the appeal was as to whether Mr. Passeri was actually liquidator or not and it would not be a question of the amount of remuneration to be paid.

Obituary

Mr. W. H. Du Cros

Reuter's Service
London, December 22.—The death is announced of Mr. W. H. Du Cros, M. P., who was largely interested in the development of the automobile industry.

Army Man Accused Of Big Gem Fraud; Was In Shanghai



CHARLES A. COLLINS

Captain Charles A. Collins, formerly of the Queen's Own Cameron Highlanders, who, according to reports, is now being extradited from America to India on a charge of obtaining valuable pearls through false pretenses, rotated briefly in Shanghai society on two occasions during the past two years.

Captain Collins first appeared in Shanghai about a year and a half ago, arriving here from Peking. He was accompanied by Mrs. Collins and a Mrs. Olsen, the wife of a millionaire Norwegian shipbuilder, and for a time was accepted in social circles here. He was said to be suffering from shell-shock. Captain Collins was in Shanghai again some months later and is said to have tried to float several financial schemes. He sailed from here for America and, according to newspaper reports, first got into trouble in Montreal and later in cities in the United States. His name was mentioned in connection with the loss of \$120,000 by a Boston woman. The British Government sent a man to New York to arrest him on the charge of getting possession of valuable pearls under false pretenses while in Bombay. He was located but pleaded that the state of his health necessitated his going to hospital. He then escaped from the hospital and seemed for a time to have slipped his pursuers. Some time afterward he was located in New Orleans, where he was arrested and after being brought back to New York he was turned over for extradition. Latest reports received here state that he is now on his way to Calcutta.

MONTEAGLE BRINGING CARGO FROM CANADA

Has Goods Taken From Vancouver To Hongkong On Empress Of Japan.

Five hundred tons of cargo for Shanghai merchants, brought from Vancouver to Hongkong on the Empress of Japan, will arrive here this morning on the Canadian Pacific Ocean Services liner Montague, due at Woosung at daylight. The tender, with passengers and mail, will dock at the Customs Jetty at 9:30 o'clock.

Montague will sail for Vancouver this afternoon, the tender leaving the Customs Jetty at 11 o'clock this morning. The liner takes 50 passengers and 480 tons of cargo from this port.

Passengers for Vancouver include Capt. H. Trowbridge and Engineer William Jack, E. D. Forrester and A. Turnbull of Butterfield and Swire. The merchant marine men are going to England on leave. Miss Tiao Zok-tung goes to Boston to study. Among those booked for Moll are Mr. and Mrs. W. R. Gorman, Mr. W. H. Daub and Miss Cathleen Atkins. Mrs. C. M. Lloyd, wife of a Butterfield and Swire captain who lost his life when his ship was sunk by a German submarine in the Mediterranean, goes to Vancouver.

Nanking Here Tomorrow

The China Mail Steamship Company liner Nanking will arrive at Hongkong Wharf tomorrow morning at nine o'clock. The ship brings a record mail, 1,107 sacks for the American Post Office, 520 for the Chinese and 311 for the British. The Nanking will sail for Manila Tuesday with 250 tons of flour and general cargo.

Passengers to Manila include Mr. and Mrs. W. C. Sprague, Major A. L. Castle, Lt. Ribet and Mr. W. B. Hart of the Committee on Public Information.

Bandits In Shantung Become Less Bold

China Press Correspondence

Tsinanfu, Shantung, December 22.—Reports from Southern Shantung are more encouraging; the brigands have fled into Kiangsu in large numbers, and those remaining at home are not so bold.

The visit of the Military Governor has had a good effect. The local authorities are much more vigilant, and many of the brigands have lost their heads.

One encouraging feature is the exodus of the Fengtien troops. On good authority we learn that they sold about 4,000 large and small arms to those who had the cash. The "tufei" had the money and were willing to pay the price. The troops were well paid for their trouble in supplying these articles.

Another line of their trade was opium. We wonder since their departure who will supply the trade? It will have to be some one who can defy the civil authorities.

Northern Delegates Leave Peking Today

Chu Chi-chien And Associates Will Go To Nanking For Peace Conference

(Reuter's Pacific Service)

Peking, December 28.—Mr. Chu Chi-chien and other delegates to the peace conference between North and South entertained Chinese and foreign journalists this afternoon. Mr. Chu Chi-chien said that it had been a great misfortune that during the past year there had been so much trouble in the country, disrupting unity.

The Government, mindful of the earnest desire of the people for peace and conscious of the tendency of the world's events, had resolutely ordered the cessation of hostilities and appointed him and his colleagues as delegates to the peace conference. It was now three weeks since his appointment was announced, but up to the present nothing of a similar nature had been heard from the South.

According to the original understanding, all outstanding questions were to be submitted to the conference for deliberation and equitable adjustment. Instead of this the Southwest recently raised various questions, which the South contended should be settled prior to the conference, thereby laying a stumbling block in the path of peace.

"But my colleagues and I are not discouraged," continued Mr. Chu, "by this slight unfavorable turn of events and are aware of the strong desire of the Government for peace."

We have decided to leave for the South on December 29 and to wait at Nanking in order to show the sincere wish of the Government in the matter, also to urge the Southwest to reconsider its attitude. We are keenly conscious, however, of our serious limitations and great responsibilities, and therefore, we recently interviewed various political parties with a view to ascertaining as far as possible the ideas and opinions of the majority of the people, so that they may guide us in our discussions at the conference."

South To Send Delegates?

Peking, December 27.—General Li Shun, Tuchun of Kiangsu, reports that he has received a telegram from the South saying that the Southern delegates to the peace conference will leave within three weeks.

Anfu Club Truculent Again
Accusing Premier Chien Nung

hans of attempting to dissolve the new Parliament, the An Fu Club is working vigorously for his dismissal, according to a Peking telegram last night. A certain faction of the club has conveyed the news to General Chang Tso-lin of Fengtien, from whom they seek support for their proposed action.

FRANCE WILL WELCOME BULGARIA'S CONQUEROR

General D'Espercy Coming To Paris To Consult On Eastern Questions

(French Wireless)

Paris, December 27.—(Via Lyons and Kookama). The Echo de Paris says that General Franchet d'Espercy, Commander-in-Chief of the Allied armies in the Orient, is expected to arrive in Paris in a few days. The Government has called him to confer with him on the subject of Allied action in Eastern Europe.

WHEN THE NERVES GIVE WAY

Act Promptly to Arrest the Mischief

Hardly any condition of ill-health deserves more pity than that for which there is generally least sympathy. Men and women with nerves out of gear become irritable and fretful and are blamed for ill-temper; whereas it is not their fault. Their health is the cause. Often the nerves have given way under the strain of working for the very people who reproach the sufferers. The tired wife or mother, the bread-winner whose anxiety for his family has worried him until he is thin and ill, are the nerve-sufferers who become run down.

Their nerves, like all the bodily organs, need healthy red blood; worry tells on their digestion and their nerves are ill-fed. In such cases a course of Dr. Williams' pink pills for pale people is necessary, for these pills make new blood and tone up the nervous system, by which method they invigorate those whose nerves have given away. The patients become high spirited and full of energy. Nervous starts and irritability are gone. Happiness for themselves and other returns.

If your blood is thin and watery, if your nerves are weak, you can begin to get well now, for Dr. Williams' pink pills are to be obtained of medicine vendors everywhere, also post free one bottle for \$1.50, six for \$8.00, from the China offices of the Dr. Williams' Medicine Co., 96 Szechuen Road, Shanghai.

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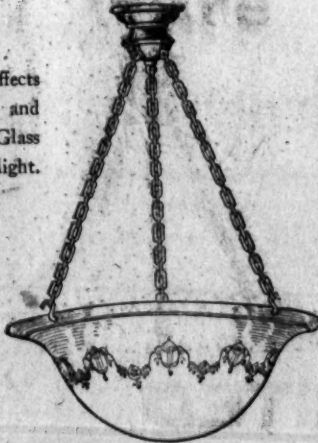
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Are you going to allow one all-important point to elude you? The Great War has revealed to us our many obligations; none is so important as the need for economy.

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TRIBUTE TO MR. ARNOLD IS GIVEN AT FAREWELL

Heads Of Chinese Community
Express Their Appreciation
Of His Services

In recognition of his services during his stay at Shanghai, Mr. Arnold, the United States Commercial Attaché, was given an enthusiastic farewell tiffin yesterday at the Carlton Cafe by eleven foreign and Chinese organizations. Dr. Wu Chao-chu, Mr. Chu Pao-san, Mr. C. C. Nieh and Mr. Harold Dollar spoke on behalf of the hosts while Mr. Arnold responded. A scroll signed by ten Chinese organizations in recognition of the valuable services and friendship of Mr. Arnold to the Chinese was presented to the guest of honor at the conclusion of the program. Mr. Nieh presided.

"Were Mr. Arnold a Chinese, he could not have worked for China more than he does now," said Mr. Nieh in his opening speech and pointed out the efforts of Mr. Arnold toward the improvement of Chinese cotton, silk and flour and his assistance in enabling the Chinese to organize for constructive purposes. He said that Mr. Arnold was always ready to give the Chinese a word of cheer when they were disappointed, to help them in time of need and to rescue them in time of danger.

Mr. Dollar said that Mr. Arnold represented the United States Government at the International Tariff Revision Commission and his work in that connection tended to create better relationship between Chinese and Americans. On behalf of the American Chamber of Commerce the speaker welcomed this idea of promoting better relationship between the two peoples.

Mr. Chu Pao-san spoke of Mr. Arnold's valuable and conscientious service to the Chinese delegation at the International Tariff Revision Commission, his speech being translated by Mr. N. Y. Chang. Ten organizations have gathered together to do him honor not only for the services that he had rendered but for the many benevolent contacts with which he had been associated. President Wilson entertained many high ideals in connection with the relation of nations to nations and Mr. Arnold's action, the speaker maintained, was fully in accord with the noble examples of the President of the United States.

Dr. Wu spoke of the friendship of Mr. Arnold to China. He said Mr. Arnold had been assisting China in the revision of her tariff system and while the material gains for the Chinese were great, the spirit in which the work was done was even more appreciated than the material gains. He related a little incident when Mr. Arnold was asked by an American friend why he had always helped China. The reply was that Mr. Arnold was that in helping China he made China a better customer for the United States. In this way, Dr. Wu said, he was assisting the United States.

In his response, Mr. Arnold said that he was overwhelmed by the enthusiastic, sincere and eloquent tributes showered on him. He said that the year he spent in Shanghai was one in which he had little to do and it was a distinct pleasure to him to work and associate with the "hewiters" of the city—men who are preparing China to be a country of power and position.

"The year 1918 marked a new era, which will create a new position for China," said the speaker in part. "We rejoice with China that we have been Allies and the two sister Republics on the shores of the Pacific worked hand in hand in bringing about the victory. Because militarism is crushed China's future is hopeful."

The speaker went on to say that his work in Shanghai was easy, because he was representing United States in China and because Americans in China were all friendly and wholeheartedly sympathetic to the Chinese.

"I feel sometimes keenly sensitive of the pessimistic sentiment expressed by foreigners as well as Chinese on the future of China," he said. "People constantly make adverse criticism about things Chinese. We should change this view. Any criticism on China must be

sympathetic and constructive and that is what America proposes to offer to China.

"I have faith in China. During the 16 years that I have spent in this country, I have seen developments, not superficial developments to be measured by the mileage of railroads or the erection of mills but marvelous developments in the abolition of the three-legged essay and the introduction of a new education system, in the wonderful anti-opium campaigns, in the revolution, the declaration for a Republic, the development of a native press, the development of the public spirit, the change of the feeling of self-sufficiency and the recognition of their own shortcomings. That is why we Americans stand up for China."

Mr. Arnold's speech was interpreted by Mr. David Z. T. Yui of the Chinese Y.M.C.A.

Overseas Aircraft Fund

Balance as per List of Aug.	Tls.
20th	525.76
N. M. F. (21/8/18)	100.00
W. C. D. T.	25.00
	Tls. 650.76
Sept. 3rd, D/Dt. Remitted to London	115.00
Dec. 13th, D/Dt. Remitted to London	119.37
	Tls. 650.76

This fund is now closed. The total amount remitted to London being \$15,919 1s. 7d. against which Shanghai has 9 Aeroplanes to its credit in the Overseas Flotilla besides one presented by the Shanghai Branch of the Patriotic League, direct.

H. H. READ,
Hon. Treas.

Fly Trap Fund

Balance as per List of Aug.	Tls.
20th	207.62
A. D. G.	1,000.00
Q. M. G.	10.00
Rubber Samples	40.95
Water	1.10
Tropical	90
F. J. Barrett's Billiards	5
	\$105
var. exch.	77.29
	Tls. 1,336.96

Sept. 30th, Paid for 750 Traps (500 to Port Said, 250 to Bombay)

Debit Balance

H. H. READ,
Hon. Treas.

British Committee Reports On Trade

Early Cessation Of Borrowing
By State Among Its Recommendations

(Reuter's Agency War Service)
London, December 23.—A report has been issued by the important committee, under the chairmanship of Sir Richard Vassar-Smith, chairman of Lloyd's, which was appointed in 1917 to inquire into the provision of financial facilities for trade after the war. The committee thinks that the existing institutions with certain extensions ought to be able to provide sufficient facilities without state intervention. The report emphasizes that an early return to an effective gold standard is the only proper check on undue expansion of credit and recommends the cessation of state borrowing as early as possible, all available money being required for financing commerce and industry.

The report incidentally makes an interesting suggestion in connection with profit sharing. It says that it would be a good thing if a portion of new capital issues of preferential shares in industrial concerns and giving a good return were reserved for the work-people.

BOLSHEVIKI THREATEN TO CONVERT THE ALLIES

Think They Can Win Over
Troops In Baltic Provinces
Are Occupied

(Reuter's Agency War Service)
Copenhagen, December 22.—The Danish Minister to Russia, who has arrived from Petrograd, states that the Bolshevik Government fully understands that the only possibility of maintaining its existence lies in an international revolution. The Bolsheviks say that if the Entente occupy the Baltic Provinces and Ukraine they will be able to revolutionize the French and British soldiers, as they revolutionized the German troops. Their only fear is lest the Entente occupy Petrograd and Moscow.

The Danish Minister states that thousands of disbanded Chinese soldiers have joined the Red Guards in Russia, and that a batch of Chinese recently repatriated from Russia included a number of trained revolutionary propagandists. Immediate Allied intervention would not meet with much resistance, but resistance will be considerably increased in the Spring.

The Minister added that an Austrian named Nadek has established a school in Moscow, where agitators from all parts of the world are trained in order to spread Bolshevism in their own countries.

Copenhagen, December 22.—A message from Riga states that the Bolsheviks shot 460 alleged counter-revolutionaries at Pskoff.

Stockholm, December 22.—An official communique issued on the 20th by the Estonian authorities states that there was been fighting with the Bolsheviks east of Dorpat and the Bolsheviks have occupied Walk station. The British squadron left Riga on the 18th.

Stockholm, December 22.—An Estonian communique reports that the Bolsheviks have captured Dorpat and that the Estonians are retreating on the Wendenberg front. The Germans are advancing towards Riga.

Influenza Epidemic Over In New Zealand

(Reuter's Agency War Service)
Wellington, December 23.—The influenza epidemic has practically ended. Entertainments are being resumed.



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Chengtu News Notes

China Press Correspondence
Chengtu, December 10.—The new Civil Governor has very conveniently for the military party, quit his post. His father has died and he has gone into mourning. This leaves Hsiung Ke-wu in sole charge of all civil and military affairs. All the funds will flow through his hands as formerly and there will be no dividing of the Szechuen pie.

Perhaps this is well as he has a strain of independence in him and is no mere slave of the South. The Civil Governor who has gone into mourning was purposely set up by the Canton government to bring the province into greater subjection to them.

General Hsiung Ke-wu is back in Chengtu. While in the country he arrested a notorious robber chief named Ting Hon-tang and had him executed. This man had been robber and military officer in turns for many years. He was in every trouble and uprising and everywhere where there was a chance of loot offered himself. When Hsiung Ke-wu sealed his fate, the rejoicing in the North was "universal".

Then Hsiung also settled the Tunchuan district. He chased off Shih Ching-yang another robber, chief and left troops to collect the taxes for him. Now the General is moving around in Chengtu.

On Friday he had a great celebration in the Public Park over the end of the war. All foreigners except the four Germans were invited to a coffee, cake and fruit banquet. The band played the national anthems of the Allies. Next day he gave a feast to the officials and Consuls in the Foreign Office. Report has it that the gathering was most hilarious.

We hear that the main river is now safe for travel and transit from Chungking to Suifu. The country to the immediate west of Chengtu is now so safe that any one may travel at night even without fear. Two drastic officials have been relentlessly hunting robbers and cutting off their heads wholesale. For each head removed the executioner receives the vast sum of ten cents.

The M. E. M. missionaries have returned from Chungking. They report the roads safe. They also bring the welcome news that Miss Clara Collier is to be asked to return and resume her most praiseworthy work among the Chengtu women. Miss Collier will have a tremendous reception on her arrival.

The Canadian Mission are sending a native missionary to open up christian work at Lifan in the northwest. This is a border city where the tribesmen come to effect purchases and it has long been lamented that no society could spare a missionary to go there. The need is now to be met by the placing there of an evangelist whose support will come from the native churches.

We hear that the renowned J. H.

Edgar, of the China Inland Mission, is on his way up river to resume his itineraries in the mountainous border lands. His parish, extending from Kuanhsien to the Russian border and as far west as Lhasa, is about as roomy as the great square of Niagara. He has tens of thousands of square miles all to himself. We hope he is bringing an aeroplane with him for obviously he must have one sooner or later if the outlying corners of this field are to see him as often as they should.

CHRISTMAS IN LONDON

(Reuter's Agency War Service)
London, December 22.—Though turkeys are scarce and plum puddings non-existent owing to the lack of fruits, this promises to be the heartiest Christmas in memory. With the food restrictions relaxed, there is abundance of meat and, with plenty of money, people, relieved from the strain of war, are preparing to celebrate the festival as never before. The soldiers in Great Britain are flocking to their homes on twelve days' leave and thousands more are crossing the Channel. Colonial and American troops are pouring into London sight-seeing and soldiers, with Christmas trees on their shoulders, toys in their arms and holly in their caps, stimulated the gaiety in the streets yesterday, when the shops, though prices were at their highest, did a record business.

London is so crowded that the hotels and lodging houses are packed to overflowing. President Wilson's visit with the royal procession and the pageant in the city will bring a stirring close to a memorable Christmas.

Mail Notices

MAILS CLOSE
For Japan:
Per N.Y.K. s.s. Tahima M. Dec. 31
Per N.Y.K. s.s. Kokura M. Jan. 2
For U.S. Canada and Europe:
Per P.M.S. Montevideo Dec. 23
Per P.M. s.s. Venezuela Jan. 3
For Manila:
Nanking Dec. 31
MAILS DUE
From U.S. and Canada
Per C.M. s.s. Nanking Dec. 30
From France:
Per M.M. s.s. Sphinx Jan. 6

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Goat Shatters Yaphank Bennie's Love Dream

By Frazier Hunt
(New York Sun)
SOMEWHERE IN FRANCE
Monday

Friend Barney: Well old pal we got Old Dynamite back last night and I must say that if the engineers don't know any more about building trenches than they do about taking care of goat mascots that us dowboys is up against a pretty tough game. Honest Barney you wouldn't hardly know Old Dynamite for the shadow of his former self. His thin and looks kinda worn and sad like and I guess probably they been feeding him on tent pegs and engineering instruments and a lot of stuff they didn't have any use for.

Guess you remember Barney about me writing you how I bought Dynamite with my hard earned dough and how later he rambled into the Major's pet garden and set up all the fresh vegetables and how the Major ordered me to kill Dynamite and instead of doing it I took him over to Steve Gardner, who is a private in B Company of the Engineers, to take care of him until Gullwing Bill calmed down. Well late yesterday afternoon I went over and got Old Dynamite and I guess it was just as well I didn't wait no longer because if I had there wouldn't a been nothing left of him but his horns. As it was he wasn't nothing but bones and skin and a little hair but Barney the old boy is sure still full of fight. Say, he must be been some wild goat in his day Barney because now after being starved and abused by the engineers for three or four weeks he still had enough pep to want to put the hand that fed him.

I brought him on back to our company but I am keeping him kind of hid so that the Major won't run into him to soon. We got him tied out behind the billet and I got some fresh green stuff that I borrowed late last night from some garden and you should ought to have seen Dynamite go to it. I guess it was the first green thing outside of Engineering Lutenants that Dynamite has seen since he went over there to live with them while he was in disgrace. I got an idea that in three or four days of good feeding that he will be his old self again and then it will be worse to the man who flirts with him. Anybody that thinks he can make free with Old Dynamite never even him in action that is what I mean Barney.

I must say old pal that I am certainly getting a little disgusted with Gentie. I guess she is so busy entertaining a lot of leather Necks and Blue Jacks that she has not got no time to write any letters to soldiers who are offering themselves to get killed way over here in France. I have not got any male from her for a couple of weeks now and if she thinks that she can pull that tempermental stuff on me she has got the wrong idea of what the army is. I would like to see the face tech of the dame who could get by with that ruff stuff on a US soldier especially one who has been in the service for almost a year and know more about fighting Germans than all the

Blue Jacks who ever wore there trousers upside down put together. Well old pal, bone awor, as we say in French.

BENNIE
A Bunch Of Pangs For Gentie
Tuesday

GENTIE: This is just to tell you that I am going up to the trenches soon and that I guess I won't ever come back again so this is good by, are rever. I certainly never have asked no girl yet to write me a letter if she didn't want to and I certainly am not going to start in now begging people to send me some male so that I can be a little happy before I get killed for my country and for the people mail and female who stay back home and wear silk stockings and spend there time entertaining Blue Jacks and people like that who put on a lot of government scenery and trop around like they was winning the war when of course it is only the old US soldiers who are doing that little thing. I wouldn't even suggest to no girl in the whole world to write me if she didn't want to, because in the first place France has got more beautiful women than a Belgian police dog has flees.

There is millions of them everywhere and you can not even put out your hand over here in France without touching the most beautiful female that you ever saw. And they have got down to there is millions of them that will pay for the whole wedding ceremony and there old man will throw in the wedding breakfast and everything and a upstanding young dowboy like myself over here can get married and everything and it will not cost him a single French Sue.

So I guess you can see how much I should worry about whether girls back home want to write me letters or not. If they want to have there heros die without sending them no word or a look or anything like that then we will die ahead and you will not never hear no more words of complaint coming out from our seled lips. Only someday there will come a pang of remorse to you female back home and then you will say Oh why did I trete him thus, but it will be to late then and we will be filling some heros grave over here far away in far away France where the daisies grow over our graves and there is no one to drop a gentle tear over our graves.

So good by, because I am going up to the front next week and never again will you be bothered off me. Only just one dying request and that is that someday when you alnt got no Blue Jacks or Leather Necks to entertain that you will sigh a quiet sigh for me and think of me only as filing some heros grave way over here. Farewell, BENNIE

Baa! Baa! And A Beau!

FRANSE
Wednesday
Dear Barney: Well old pal I got a great news. I met a girl this morning who has got a flock of sheep that she lets eat out here in the country and I must say that she is certainly the most beautiful woman that I have

ever saw in France, and I guess that is saying some. And just love it to old Bennie to knock her dead and push her right off the Christmas tree.

Now my scene is this old pal—I am going to take poor Old Dynamite out there to the country where this French kid is and I am going to let them lambs and goats lie down together like the lamb and the mouse in the Bible. And while I am improving my French along side this little peach Dynamite will be grazing around getting acquainted with her lambs and getting fat and living off the best of the land. I certainly will be killing two sheep with one stone, eh Barney.

Say I even know this beauty's name Barney. It is Marie and I must say that she is some wonderful name. It listens kind of Spanish but I guess it is pure French and it is awful musical when you pronounce it in French like I do when I talk to her. And I guess maybe Gentie will wish that she had not took no chances with me and fooled around with a lot of camouflaged birds when she hears about this little dame Marie. I call her Bow Pepe after that old kid story but she don't make me very well, but I and she certainly do understand each other even if we can't talk much together.

Oh you Marie, Barney. Oh you little French Bow Pepe.

BENNIE
Mama, Meet Mlle. Marie

YMA HUT, FRANCE
Wednesday
Dear Mama: Well Mama I met an awful nice French girl over here the other day and I certainly wish that you could see her Mama. You would fall right in love with her I tell you and I bet it would not be more than three minutes before both of you would be thinking the world of each other.

Of course Mama there is nothing so very awful serious between I and Marie yet but she sure is just about the finest girl that I have ever saw yet. You would like these natif French girls Mama if you only knew them and you would say that American boys who did not trete them nice certainly had something wrong in there domes. They have got the looks Mama and they are awful kind and lots of them has got down to burn. Gee wish that you could see Marie. Maybe you will some day Mama.

Well I am awful busy right now trying to improve my French Mama and I guess that in a couple of weeks more that I will be able to parlay this stuff just as good as any natif around here. There is only one way to learn French Mama, ha ha Mama. By by Mama and lots of love. Your soldier boy.

BENNIE
Bennie "Sins Up" For A Date

FRANSE
Thursday
Friend Barney: In a couple of hours I am going to take Old Dynamite out to graze Barney and while he is grazing I will be talking to about the most beautiful piece of femininity in

all France. Boy she is there like the American army. Nothing can stop that dame, at least while she running on my private line.

I just got done seeing her early this morning and I give her a bow like she was some female Prince or something like that and then I went up to her and told her in French that I was coming out to see her this afternoon and I made my date and everything is all fixed up. Of course she can understand me very good yet but the way we get along with this sine stuff is something wonderful Barney.

I and she is certainly going to hit it off like a couple of humming pigeons old pal and by the progress that we are making we will be telling our real names and exchanging addresses in about two days more. But I was only kidding about that old pal because I been telling her all about you and I bet that she would know you if she just passed you on the street any place and we alnt got no secrets between us and I told her all about what I was making in the army and everything like that.

So you better not be surprised Barney at anything you hear because all bets are off now old pal and if any of these Frogs pop up and try to steal my little Marie, Bow Pepe from me there will be a battle that will make the first battle of the Marne look like the charge up San Wan hill in Cuba. I would just like to observe the color of the birds uniform that could take that gal away from me. He would be a bigger than one of the Russ.

Well old pal you know old Bennie and if its anything about woman I guess you don't need to worry any about me. If there is anything about this stuff that I don't know they been kidding all of us boys from Adam down.

I must say I kind of feel sorry for Gentie though. Well so long old pal.

BENNIE

begin teasing Dynamite. Well for quite awhile Dynamite went on about his business eating grass and didn't pay no attention to this dog at all but after this animal had teased him for about ten minutes Dynamite rose up and started head down for this dog.

Well I was kind of busy right at this time talking French to this dame Marie and when Dynamite ran he pulled the rope out of my hand and then hellfire commenced to pop. He run after that dog for awhile and then he got tired and I guess he was seeing red he was so mad and then he begun bumping into these sheep of this dame and pretty soon there was some sheep and goat and dog battle there. I want to say right now. Well in the mix up some of them new born lambs got killed I guess and Dynamite run that dog until his tongue was hanging out way behind his hind legs.

Then Dynamite began running them sheep and before the day was done he had chased all over that part of France, and there was the dead and the dying and the mangled and the halting everywhere as far as the eyes could reach.

Well you can talk about your dames being sore. Barney you should ought to have saw this gal Marie. She didn't do a thing but go right up to my Major and tell him that I had stolen Dynamite on her sheep and that he had killed three lambs and they was worth 25 francs apiece. There the Major sent for me and what he said must have give even Bennie's headach. And when it was all over he made me kick in 75 francs to that dame for them dead lambs she claimed Dynamite killed but I know just passed away from heart failure and the heat. Think of that Barney, 75 francs—pretty near 15 bucks in real money. Talk about Liberty Bonds to me. If I had one I would sell it for two bucks Mex and buy some poison with the dough and feed it to that sheep dog of this dame. Fine war, is what I mean. I don't think. Yours for peace at any price.

BENNIE

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HAD PLACE TO HANG THE KAISER CHOSEN

Feeling Against Him Rising
When He Left Berlin In
October, Says Emery

DECEIT ANGERED PEOPLE
New Yorker, Back From Intern-
ment, Heard Of Discontent
Months Ago

New York, November 15.—Professor Henry C. Emery, formerly a Major in the National Army, and probably the first American to arrive here from Germany since the ascendancy of the civilian over the military authorities in the Central Empire, related yesterday his experiences after being captured on the island of Heligoland by the Germans last March. He reached New York by way of a neutral country this week. Professor Emery said that as early as last July he observed the mutterings of discontent in Berlin that culminated in the recent revolt. Although he had no personal contact with the present Socialist heads of Germany and was unable to tell how far Germany was infected by Bolshevism, Professor Emery gave it as his opinion that if industry in Germany could be restored promptly and the manufacturers could obtain raw materials and if a strong central government could be maintained, there would be no Bolshevik menace in Germany. That the Germans allowed the Bolshevik Ambassador to remain in Berlin as long as they did was surprising to Professor Emery. When the Bolshevik representatives were taxed with spreading their propaganda, he said, they replied without any embarrassment, "That's what we are here for, to spread the doctrine of Bolshevism."

Five Weeks In Prison Camp

Professor Emery was returning from Petrograd, where he had gone on a mission for the Guaranty Trust Company of New York, when he was seized on the island of Heligoland and interned at Tschel. His wife was not taken prisoner, and owing to her efforts he was released from the prison camp after five weeks and sent to a small town in Pomerania, where he was allowed to move freely about the town limits. The most striking thing in the town to Professor Emery was the complete ignorance of the inhabitants as to why America entered the war. Although so great was the campaign of misinformation that most people were living in a state of hopeless delusion, there was an occasional exception, such as one man, who said that Prince Liechtenstein was going to be punished for telling the truth about England not wanting war. The German went so far as to say that nobody wanted war except Germany, and that the reason Belgium was attacked was because it was covered by Germany.

In June, as the result of illness, Professor Emery was permitted to go to a sanatorium in Berlin, and there, except for having to report to the police regularly, he was free to come and go as he pleased. Although the German offensive was at that time coming to an end, the feeling of the Germans was still high.

"Very soon, however, I discovered a restlessness among the working people that did not appear among the well-to-do and educated classes," he said. "Whether the latter were merely more cautious in remarks I cannot say. Sometimes I thought they were less well-informed. Early in July my barber in the suburbs repeated with amazing frankness stories of desertion and discontent brought from the front by the soldiers on leave. His comments at that date were also significant."

"He complained bitterly of the way in which the German people had been lied to, and when I asked what was to be done he said: 'That chap up above there, we've got to throw him down.' At the moment I could hardly believe my ears, but each succeeding week brought a stronger conviction that great masses of the people were thoroughly sick of their rulers, and before I left I found myself talking English quite openly in Unter den Linden and discussing the necessity of the Kaiser's abdication."

"I even remarked to a member of the Reichstag that in August people were afraid that our President would insist on the Emperor's abdication, and in October they were afraid he wouldn't. But it was generally accepted that the Kaiser had long ago lost his grip and influence and that Ludendorff was the dictator of Germany. And in the short time I was there I saw him fall from a national hero to the most execrated man in the empire. Early in October a rather conservative journalist remarked:

"The lamp post he will hang on is already picked out."

"Despite the growing conviction among intelligent people that it was a losing game, the actual collapse came almost overnight. The military machine was broken and even the Pan-Germans turned their wrath against them, because they had been deceived. I could not help feeling that with all their sense of humiliation, faces looked brighter and a sense of relief went through the people, that the long nightmare of oppression and misrule was over. Of course the effort to get aboard the band wagon was amusing, but on the other hand truths came to be told and read with avidity which brought about a great revision of feelings and feelings of shame and remorse which I had never expected to see."

"At the time I felt the great fear was not what the terms of capitulation would be, so much as what could come after. Reports of Bolshevism in the

army were rife, and the specter of a Russianized Germany had taken the place of a Prussianized Europe. The evil seed they had helped to sow in Russia was beginning to show a home crop. That was one reason which led to the attempt at a coalition Government and half measures toward democracy, instead of a clean sweep early in October.

"Added to this was the desire to have the 'old guard' swallow their own medicine and accept themselves the severe terms which were known to be coming. At the time Prince Max was made Chancellor the post was suggested to much more radical persons, but these promptly 'passed the buck.' This argument was that the guilty elements should not be allowed to hide behind the skirts of the democrats, but should be forced to acknowledge their defeat. Then the revolution could be left to the future."

"In the midst of the excitement I was allowed to get out. This had been impossible, regardless of my claims of unjust seizure, so long as the military control predominated. By the second week in October the military were merely taking orders from the civilian government. Although nothing was said to me regarding the matter, I was convinced that my release was at that moment partly due to a feeling in certain circles that I did know how deeply the democratic revolutionary feeling had gone, and it might be well to have me outside in case my testimony was wanted. Naturally I didn't stop to analyze motives, but took the first chance to beat it."

"The day I landed in New York I heard the Kaiser had also beat it. Consequently if any one in Berlin had hoped I would say on my return that the Germans were really against the Kaiser and his crowd, their own people saved me the necessity of bothering about it."

The Iniquitous And Unpatriotic Banquet

To those who are trying to eat and grow thin the ban on the banquet will come as a shock, says The New York American. People will wonder where they can go to do their fasting. The Food Administration declares banquets must go because they are unpatriotic, but the lay mind will wonder how any food will be saved by eliminating them. Since the days of John Quincy Adams the great American patriot has learned to eat at home before attending a banquet, especially a political banquet. The Willing Helpers of the United Brethren Church learned many years ago how

to make one chicken go around some 153 banqueters and to make the poor old rubber oyster work overtime and exude many gallons of oyster stew.

"Better eat a little bite before you go to the banquet, Hiram," has been a household warning since the time Dan Webster and Hank Clay began jamming the wind in cross sections over the festive crockery. While Uncle John C. Calhoun was teaching the American eagle to do a little spin over the tables which graced beneath their weight of chinaware the great American audience was learning how to digest words instead of calories. And many a patriot since that time has sat with his elbow in his plate for a whole evening, dinking in the words of wisdom and working up a great appetite for the next morning's pancakes.

Food has been the only thing they have not served with the banquet meals, and many a banquet speaker who has been obliged to travel fast during the heat of a campaign with banquets three or four times a day has been reduced to the verge of starvation. Old Doc Cook, seated on an iceberg, eating his boot tops, was a no more pathetic sight than a

modern banquet speaker trying to get a square meal of vittles.

The proceedings are usually opened by playing the exciting game, "Olive, olive, who gets the olive?" and then somebody at the table gets it and the rest of them settle back, shoot their celluloid cuffs, straighten out the wrinkles in their coat sleeves and glower at him while he eats it. Then everybody gets soup. They will never run out of banquet soup as long as the Atlantic and Pacific stay on the job and all the little rivers and inland lakes function properly. The rubber oyster goes to "our honored guest," and by the time the toastmaster gets up to tell the sang that they have someone with them that evening they have grabbed so often for food and missed that they have settled down into a state of dogged determination to stick it out and hear what the distinguished visitor has to say, if anything.

It is an undiplomatic banquet speaker who mentions food in his oration.

There was once a man who made a million dollars by opening up a quick-lunch room next to an important banquet hall, so the banquets

could rush out between courses and between speeches and get something to eat. In the course of time he has saved many lives and in his small way has helped make the world safe for democracy.

A banquet is always \$1, \$2 or \$5 a plate, but any man who has ever tried to take his plate home with him after buying it has learned there is nothing in signs and slogans.

The abolishment of the banquet will be keenly felt by a certain class of citizens who go to get a new overcoat or new hat, but it will not make any particular difference in the sweet young lives of the sincere seekers after food. A banquet is the last place in the world to look for calories, and most of them have been great savers. Two or three political banquets can save enough food to feed Belgium for six months.

As an exchange place for ideas, overcoats, hats and umbrellas it has had a mission, but gastronomically speaking, the frost has been on the banquet for quite a number of years. And now that after-dinner speaking has been placed on the list of non-essentials the average man will get his entertainment first-hand from the barber shop publications.

No Wonder

An American and an Irishman were telling each other wonderful things which had been done in their respective countries.

"I guess we have the best jumpers in the world," said the American. "Why, one of our men ran thirty miles and then jumped over a five-barred gate."

"Sure, no wonder he did," said the Irishman. "Look at the run he took."

No Time For Argument

Captain—Private Jones, where did you get those Germans?

Private Jones—I captured seven of them in "No Man's Land."

Captain—But you have only five here.

Private Jones—Yes, sir; two of them started to argue the matter.

Optional

First Colored Gent—I don't believe it's constitutional to draft a man and make him fight.

Second Colored Gent—Boy, they don't make you fight. They just send you to France, puts you in a

trench, and when the Germans charge at you they just leave it to your best judgment whether you better fight or not!

All Up To Him

General Leonard Wood tells the story of a captain to whom was assigned a new orderly, a fresh recruit. "Your work will be to clean my boots, buttons, belt and so forth, shave me, see to my horse, which you must groom thoroughly, and clean the equipment. After that you go to your hut, help to serve the breakfast, and after breakfast lend a hand washing up. At eight o'clock you go on parade and drill till twelve o'clock."

"Excuse me, sir," broke in the recruit, "is there anyone else in the army besides me?"

What The Editor Said

Office Boy—The editor says he's much obliged to you for allowing him to see your drawings but regrets he is unable to use them.

Artist (eagerly)—Did he say that? Office Boy (truthfully)—Well, not exactly. He said "Take 'em away, Pimples; they make me sick."

"King George IV" Whisky

THE "TOP NOTCH" OF SCOTCH



"Say WHEN, Man!!"

THE BARRETT SPECIFICATION ROOF

The NEVER LEAK Roofing

A strong phrase, but it's a good name, for Congo. Perfect rolls, carefully made and every one inspected and tested. No imperfect rolls will reach you. That's why it never leaks. There are no flaws, no thin places, no weak spots. Once it is on the roof, the water will not get through.

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Navy Officer Describes His Capture By A U-Boat

Lieutenant Isaacs Tells How He Was Taken Aboard
After Submarine Sank the President Lincoln

Captured by a German submarine after the sinking of the United States transport President Lincoln, being in the U-boat when depth-bombs were exploded around it by the destroyers which rescued the survivors of the Lincoln; taken to Germany and at last escaping from prison camp after nearly a dozen attempts, Lieutenant Edward Victor M. Isaacs, U. S. N., has reached Washington and is ready for duty again in the navy. In the following story Lieutenant Isaacs relates the incidents of his capture:

By Lieutenant Edward Victor M. Isaacs, U. S. N.
"Our boat was pulled alongside of the submarine, and I stepped aboard. As I did so, a German sailor took my gun. I made my way to the conning tower, where the captain asked me if I were the commanding officer of the President Lincoln. I told him I was not and that I thought the captain had gone down with the ship. The officer in charge of the submarine then introduced himself as Captain Remy of the U-99, and said that he was under orders to take the senior naval officer prisoner whenever he sunk a navy ship. He then had me remain aboard, telling me to point out the captain to him or it would be necessary to take me instead. Accordingly I called out to the men in the rats and boats for the captain, but there was no answer, and I told Captain Remy that I thought that our captain had gone down with the ship, whereupon he sent me below, where I was given warm clothing and allowed to lie down.

Boats All Around Him
"Early the next morning the U-boat on which I was now a prisoner intercepted a radio from one of our own destroyers stating that survivors of the President Lincoln had been picked up and that a few were missing. That afternoon American destroyers were sighted and Captain Remy at once signaled 'Full speed ahead' and submerged. A few minutes later we heard depth bombs exploding all about us. In the space of four minutes twenty-two exploding bombs were counted, five of which were very close or seemed so to me, for they shook the vessel from stem to stern.
"We remained submerged at a depth of sixty feet for perhaps an hour after the explosion, came to the surface and continued cruising. This was about 300 miles west of Brest, on what the submarine captain called his 'cruising ground'.
"On June 7 we got in touch with another U-boat, which was running short of fuel. The captain came aboard and visited our skipper. On this occasion and before I found out that all the time the submarine had tried to get in communication with Kiel. We continued to fall in with other U-boats and several times ran into those which were out of fuel. When we were in the vicinity of Helzinger with the lights of Sweden on one side and those of Denmark on the other and probably about four or five miles from land I realized that we were so close to a neutral country that it was time for me to make a getaway.

"There were three submarines in the locality at that time under low speed, moving backwards and forwards, evidently killing time, as I waited around on deck, hoping that it would get dark enough so I would not be seen and picked up again after I had jumped into the water. I had on my lifejacket, which had not been removed. Although it had not grown very dark, at 12:30 I made up my mind that it was time to make a move. While going over towards the side of the platform abaft the conning tower, a German destroyer was sighted bearing down on us from the east at high speed. Just as I was going over the side Captain Remy caught me before I could jump and ordered me below. Rising early on the morning of the 10th I was allowed to go on deck and I found that we had passed into the Baltic and were heading in a southerly direction; there was no sign of other craft. As I was allowed to remain on deck, I made many valuable observations as we passed battle ships and cruisers in maneuvers.

Reaches Kiel Harbor
"It was 3 o'clock on the afternoon of June 10 when we entered Kiel harbor, which was protected by a net and guarded by a dozen destroyers of smaller type. On our arrival at Wilhelmshaven we tied up alongside the mother ship Preussen. I was taken aboard and placed in quarters with barred port and locked door and an armed sentry placed outside, although we were lying in some backwater and it would have been impossible for me to escape. Even if I could have gotten away there would have been little chance, as this they call the most intensely guarded city of Germany.
"In fact, one of the German officers told me that it was practically impossible even for him in uniform to get out of Wilhelmshaven without passing through an enormous amount of 'red tape'. Twice, while here, I saw the commanding officer, who brought me a tooth brush and comb. Captain Remy also called on me. After a while practically all I had to eat was some sour black bread, almost impossible to eat, and some warm water colored with Ernst Kaffee, which we found out was made with roasted acorns and barley.

"One day I was taken in a launch to the Chief of Staff on the Kaiser Wilhelm II. and questioned. This officer could not understand why America had entered the war and belittled the result of our entry into it. 'Why,' said he, 'we expected you to enter on the side of Germany.' The following day I was taken to a prison on shore called the Commandatur. I was escorted through the streets by a warrant officer wearing side arms and with a guard of four men. Here I was

placed in a room which opened on a corridor, with a guard outside my door and one outside my window. Strange as it may seem, they had not, up to this time, taken away my gun. On board the submarine, I cleaned, oiled and loaded it, keeping it on Captain Remy's desk.
"I could have reached it at any time, but I had only twenty cartridges and the crew consisted of forty-two men, so that resistance was useless. However, at this prison they took away my identification tag and the gun, but left me my binoculars. Early in the morning a young naval officer and two men came for me, and I was taken to the station, where we took the train for Karlsruhe. I had nothing to eat on the trip, except a sandwich, which the officer gave me from his lunch. I was fortunate enough to find \$5 in my clothes, and I was allowed to buy a meal when they found out that I had money.

"The officer in charge at Karlsruhe was taken to what prisoners call 'The Listening Hotel,' and turned over to the army authorities. Here I was placed alone, and allowed communication with no one. On my second day I was placed with eight Frenchmen, and on the third day with three British officers. While we were there three dictaphones were found by the officers, and little time was lost in destroying them. The first day I had been questioned by a member of the intelligence department. He had typewritten sheets of questions when he put to me and filled in the answer I gave him. Of course, I tried to make him believe that I was giving him much valuable information.

Bent On Escape
"On the fourth day I was sent to the officers' camp in the Zoological Gardens at Karlsruhe, where I found about twenty Italians, ten Serbs, one hundred French and fifty British officers. From these men I gained much information. All of this information checked with mine strengthened me in my determination to escape. I was the only American at this camp, but the British and French treated me as one of their own, and when they heard I intended to escape they provided me with maps, a compass, money and food. For two weeks I worked on plans for my escape. Two plans failed, the third, in which I was associated with some British and French officers, failed, when a letter written by one of the Frenchmen to a woman in Karlsruhe fell into the hands of the Commandant.
"In the meantime five Americans came in and with one of them I tried to make an escape that night. With our food in knapsacks and our blankets draped round us to resemble the cloak worn by German officers, we tried to hide in the limbs of a tree near the outer fence. However, we could not get by the sentries, and were forced to return to our barracks. The following day orders came from Berlin to clear the camp of all officers. On receipt of these orders I dressed, hiding my compass and maps as best I could, for officers on leaving a camp are given a most thorough search, being re-

quired to take off all clothing so that each garment may be separately inspected. Each piece was kneaded, to see if the rustle of paper could be heard, and the hems opened. Gold stripes and insignia were also cut off to see if a map or some other contraband was secreted. The heels and soles of shoes were also cut open.
"We were given no breakfast when we departed, which we did not mind, as we were glad to get away. In the three weeks that I was at this prison, the soup was never changed, and it was absolutely tasteless. At noon we had soup made out of leaves and a plate of black potatoes, at night the same kind of soup again, and that was all except a 250 grammes at breakfast, which we received every day.

Dives From Window
"With the sentries I was marched to the train which we took for Villingen. I made up my mind to jump from the train at the first opportunity, preferably as far south as possible in order not to have too far to walk to reach the Swiss frontier. My guards sat on either side of me with loaded guns which they pointed at me. Finally three miles from our destination, I caught one guard half dozing, and when the other turned his head I dove for the window, which was not more than 15 by 24 inches. The train was making about forty miles an hour when I leaped, landing on the steel ties and for a few minutes being stunned. The injury which I felt the most was in my knees, which I could hardly bend. I struggled to my feet, shuffling off towards the hills and forest a few hundred yards away.

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"Among the line officers there were a few live wires, but most were content to sit back, eat Red Cross food and hope, and, after eighteen months, to be interned in Switzerland for the duration of the war. I did not wish my fellow navy officers any hard luck, but I could not help wishing for a few of my brother officers that I could have depended upon.
"On October 7 it was decided to shift all the Russian officers to the north of Germany. This we knew meant a thorough search. At this time I had complete set of tools, over one hundred large screws taken from doors and four long chains made out of wire which had previously enclosed the tennis court. Many men were caught in the search, but our only loss was some ladder material which we had prepared out of bed slats after a prolonged effort.

"On Sunday, October 6, the day before the Russians were to move, I called a meeting in my barracks of the twelve other officers who I knew were interested in getting away. I insisted that we go that night. Our plan was to cut through or get over

the fences in various parts of the yard simultaneously. We divided into four teams. I took the first team, which consisted of two aviators and myself.
"The defensive works of the camp consisted first of the barred windows in the barracks, then a ditch filled with barbed wire and surrounded by a barbed wire fence. Outside the ditch was another barbed wire fence about ten feet high with the top wires curved inward to prevent any one from climbing over. On the outside of this was a line of sentries, one about every thirty yards, while inside the yard the sentries patrolled at their discretion.

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Dives From Window
"With the sentries I was marched to the train which we took for Villingen. I made up my mind to jump from the train at the first opportunity, preferably as far south as possible in order not to have too far to walk to reach the Swiss frontier. My guards sat on either side of me with loaded guns which they pointed at me. Finally three miles from our destination, I caught one guard half dozing, and when the other turned his head I dove for the window, which was not more than 15 by 24 inches. The train was making about forty miles an hour when I leaped, landing on the steel ties and for a few minutes being stunned. The injury which I felt the most was in my knees, which I could hardly bend. I struggled to my feet, shuffling off towards the hills and forest a few hundred yards away.

"By this time the train had stopped, the guards had started in pursuit and had opened fire on me. I kept on going as long as I could and finally, finding that the guards were but seventy-five yards away, I threw up my hands to surrender. One of the guards had just fired, the shot passing between my ear and shoulder. Hardly had I stopped when they were on me in a few seconds. One guard, grasping his gun by the muzzle, struck me over the head as I lay on the hill. I remember falling down hill, gaining additional impetus from my boots. They kicked me until I got up, and when I got up they knocked me down again. Finally, knocking me down, one of the guards struck me back of the head, breaking his gun. The beating and kicking continued until we reached the prison camp, where I collapsed on the guard house porch.

"On coming to my senses I was greeted by the Commandant, a portly-looking individual, and typically Prussian, who bellowed in German that if I attempted to escape again I would be shot. I speak no German, but an interpreter told me what he said. They sent for a German doctor and he swathed me with paper bandages.
"They then put me in one of the guard cells. For three days I could not move, and the vermin that infested the place made it almost unbearable. My body was covered with large red eruptions from German flea, which I found to be as poisonous as German propaganda.

Plans To Escape
"About the sixth day I was in this cell I was given a court martial—at least I could call it such—and there were three officers who, after questioning me, decided that I should have two weeks' solitary confinement. But they never stopped the food and books that were sent to me by some American officers. How-

ever, when I came out of the cell I weighed 130 pounds, having lost thirty. Thanks to Red Cross food, I built up and got myself in good physical trim.
"Realizing that I had secured considerable information that was valuable to the service, I began to consider fresh plans for escape. Three of these plans fell through, due to treachery. There must have been some spies among the Russian officers, who gave our plans to the Germans. All of the orderlies were Russian and the Russian officers in the prison included every variety, from the regulars captured in 1914 to some Bolsheviks. We could trust no one. Our own officers included more than twenty-five non-combatants and about twenty doctors and five merchant officers taken by the raiders Wolf.

"Among the line officers there were a few live wires, but most were content to sit back, eat Red Cross food and hope, and, after eighteen months, to be interned in Switzerland for the duration of the war. I did not wish my fellow navy officers any hard luck, but I could not help wishing for a few of my brother officers that I could have depended upon.
"On October 7 it was decided to shift all the Russian officers to the north of Germany. This we knew meant a thorough search. At this time I had complete set of tools, over one hundred large screws taken from doors and four long chains made out of wire which had previously enclosed the tennis court. Many men were caught in the search, but our only loss was some ladder material which we had prepared out of bed slats after a prolonged effort.

"On Sunday, October 6, the day before the Russians were to move, I called a meeting in my barracks of the twelve other officers who I knew were interested in getting away. I insisted that we go that night. Our plan was to cut through or get over

the fences in various parts of the yard simultaneously. We divided into four teams. I took the first team, which consisted of two aviators and myself.
"The defensive works of the camp consisted first of the barred windows in the barracks, then a ditch filled with barbed wire and surrounded by a barbed wire fence. Outside the ditch was another barbed wire fence about ten feet high with the top wires curved inward to prevent any one from climbing over. On the outside of this was a line of sentries, one about every thirty yards, while inside the yard the sentries patrolled at their discretion.

"It was planned that the first team should cut the iron grating of the window in my barracks and launch a bridge over the opening out of the top of the outer barbed wire fence. Over this we were to crawl and drop outside the wire. The second team had wire cutters and were to cut through the outer wire. The third team were to go out of the main gate when the guard was in pursuit of the other team. The fourth team were to build a small ladder and climb over the outer fence.

Three Cross Bridge
"At 10:30 that night the barrack lights went out as usual. Shortly afterward the signal was given and the team consisting of doctors threw the chains and short circuited all the light circuits in the camp. As the lights went out my team threw the bridge across and the three of us got out.
"Sentries tried to halt us and then fired, but as we were in total darkness their shots went wild. I continued on for about two miles to where I had a rendezvous with another of the party. Meeting him we walked through the mountains for seven nights. Our walking was done at night and in the day we hid in the fields and woods. Our food was anything that we could get, and mostly cabbage leaves."

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Shanghai College Notes

A few days ago the Chinese School for the Blind conducted by Mr. Fryer gave an exhibition before the students which greatly interested them, and called forth their sympathy. Shortly after, the members of the Sunday School decided to give all their Christmas offerings to the blind children. In addition to the subscriptions of the various classes, one of which gave \$22, a group of St. Paul's College Chinese gave a \$50 scholarship. The total subscriptions were about \$200.

The Christmas entertainment was held on Christmas Eve at 5 p.m. The Chinese Sunday School composed of children from the neighboring villages sang Christmas and patriotic songs. The foreign children's Sunday School sang "Away in the Manger," gave a Christmas recitation and presented their gift of \$15 to buy a slide for the Blind Children's School playground. Special music was furnished by a double quartet of students under the direction of Professor Anderson. Two interesting stunts were performed by two groups of students: The first was a representation of blind coolies singing at their labor and the second showed a blind fortune-teller at work. These stunts served as an introduction to the announcement of gifts of the various Sunday School classes to the Blind Children's School. The "White Christmas" (the new plan of giving instead of receiving) at the College was a great success.

A new club was organized last week, The Natural Science Club. Fu Shang Tung (19) of Swatow was elected president. The Club proposes to do serious work studying journals, investigating the industrial and engineering problems of China, etc. The first meeting of The Natural Science Club was an open meeting held in the chapel, at which Dr. George A. Huntley, college physician, gave his lecture on "Alcohol and the Next Generation."

At the recent Oratorical Contest held at the World's Student Federation, Shen Li Shiang (23) received first place in the preliminaries among nineteen Middle Schools and four Colleges, and also won first place in the finals among representatives of four colleges. Monday morning in the College chapel the victory was fittingly celebrated when the pennant which had been presented by the Educational Board at Peking through the Kiangsu Educational Association was formally given to the College and Mr. Shen using the fine sounding Peking Mandarin made a few appropriate remarks.

Dr. J. F. Love, Secretary of the Foreign Mission Board of the Southern Baptist Convention, spent from Monday to Wednesday visiting the College and Seminary and meeting the faculty and students. Dr. Love accompanied by Mrs. Love has been absent from the United States for several months inspecting the work of foreign missions of the Southern Board in Shantung, Honan and East Central China. He goes from here to visit the work of the South China Mission. Last Tuesday morning Dr. Love addressed the students at the chapel service.

FRENCH INDEMNITY
AT \$68,000,000,000

Paris, November 16.—Germany's debt to France is estimated at \$40,000,000,000 francs (about \$68,000,000,000) by Le Matin in an editorial today. The newspaper apportions the debt as follows: Return of the indemnity of 1871 with interest, 60,000,000,000 francs; expenses in the present war, 140,000,000,000 francs; pensions, 40,000,000,000 francs; and reparations for damages, 100,000,000,000 francs.

Le Matin declares that France must obtain acknowledgment of the debt before examining the way in which it is to be paid. France wants no indemnity profit, but all Frenchmen want lawful reparation. Germany and Austria, it adds, should return to the Allies a minimum of 7,000,000 tons of shipping in payment for that destroyed in the war, but they have at their disposal only 3,000,000 tons. Consequently the delivery of the entire German-Austrian merchant marine would constitute only half reparation.

London, November 16.—British newspapers comment on the fact that considerable anxiety is being displayed by the German capitalist classes in efforts to evade the war charges facing their country. The weaker Germans are said to be transferring large amounts of money to neutral countries. The result of this policy, it was said, would naturally be to shift the burdens of the war onto the shoulders of the poorer classes.

Salvation Army Lassies Hand
Out 'Eats' In German Trench

Captain Violet and Lieutenants Alice McAllister, Salvation Army workers in France, photographed outside a former German dugout, which they have selected as their base of operations. The Misses McAllister always can be found immediately behind the American lines baking pies and doughnuts for the Yanks.

declare that the Allied Governments will not allow chicanery of this sort to interfere with any rightful demands which they may make upon German resources. This is declared to be realized by financiers in neutral countries, who look upon the maneuvers of the German capitalists with suspicion. Deputy Maurice Barres warns the Allies that they must secure guarantees now, so that Germany will not be able soon to break the peace of Europe. Writing in the Echo de Paris in support of the warning, he says: "Germany tries to move us to pity and show that without food she will sink into Bolshevism and anarchy. Nevertheless the old imperialistic order still stands. The minority and the bourgeois are in agreement, so the nation is still united and disciplined and eager to again take up its economic tasks. Unless we obtain all the guarantees necessary, Germany will again be formidable tomorrow and still eager to invade us."



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the supreme court is awaited with more than an ordinary interest. The case was appealed from the local federal court to the United States Circuit Court of Appeals at San Francisco by Ozawa after he was denied by Judge Clemons, then United States district judge in Hawaii, the right to become naturalized.

Ozawa's claim in his petition for citizenship was that there is in the naturalization law of the United States no clause which makes a Japanese ineligible. The words "free white person," as used in the naturalization law, were used by lawmakers when the law was first enacted only to distinguish a free person from one who is not free, Ozawa claimed, and that it was the intention of the lawmakers that any person, as long as he is a free person, should be granted citizenship, regardless of the color of his skin.

To the contention of the petitioner Judge Clemons took exception and Ozawa was denied citizenship on the ground that he was not a white person but a Japanese. Ozawa then filed an appeal in the higher court in San Francisco through Attorney Withington. Some of the prominent Japanese of the city gave financial assistance to him to carry his fight to the California court.

When the case was taken to the circuit court of appeals in San Francisco justices of that tribunal passed the case to the United States Supreme Court without going through the formality of handing down a decision of the local court, and it is now reported from Washington that the case will come up for argument before the supreme court next March.

Not only are some of the local Japanese helping Mr. Ozawa financially, but the joint Japanese associations of the Pacific Coast, from Vancouver to San Diego are supporting the Honolulu man. A special

committee has been appointed under the chairmanship of O. Yamaoka, a prominent Japanese of Seattle, who came to Hawaii early in the year for a series of important conferences with Mr. Ozawa and his local supporters.

A plan is now well under way to retain the service of the leading attorneys of the country such as former Attorney General Wickersham and former President Taft, to assist Attorney Withington, who is representing the petitioner.

U.S. NATIONAL ANTHEM
STOPPED FIERCE RIOT

Honolulu, November 25.—Fists were flying in real Donnybrook Fair fashion at Moiliili Baseball field yesterday afternoon, during the course of a football game between members of the Marine Corps and the Hawaiian Infantry. The fight gave promise of being a general free-for-all, when Band Leader Estrada, of the Marine Corps Band, executed a piece of strategy which averted a small-sized riot. As right and left wings were being exchanged rapidly and hundreds of soldier spectators—marines and infantry—swarmed down from the bleachers to make the fight a general one and the men had gotten beyond all control of their officers, Estrada ordered the band to play the Star Spangled Banner.

As the first notes of the national anthem pealed out over the field, infantry and marines—privates and officers alike—sprang immediately to attention. Estrada added a few encores and by that time the warring factions, who a few moments before were mad with passion, cooled down and were quietly marshaled to opposite sides of the field by their officers.

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Exchange and Bullion

Shanghai, December 28, 1918.
Money and Bullion
 Sovereigns: buying rate.
 @ 5/2 = Tls. 3.87
 @ exch. 72.4 = Mex. \$5.35
Gold Dollars: Bank buying rate.
 @ 123 = Tls. \$1.30
 @ 72.4 = Mex. \$112.29
 Max. Dollars Market Rate: 72.1125
 Shanghai Gold Bars: 978 touch Tls. 250
 Copper Cash: per tael 1825
 Native Interest: 7 1/2 %

Latest London Quotations
 Bar Silver: 48 1/2 d.
 Bank Rate of Discount: 5 1/2 %
 Ex. Paris on London: Pr. 25.98
 Ex. N. Y. on London: T.T. G. 44.74

Exchange Closing Quotations
 London: Demand 5/2
 London: 4 m/s. Cds. 5/4 1/2
 London: 6 m/s. Cds. 5/4 1/2
 London: 6 m/s. Docy. 5/4 1/2
 Paris: Demand 7 1/2
 Paris: 4 m/s. Docy. 7 1/2
 New York: Demand 12 1/2
 New York: 4 m/s. Docy. 12 1/2
 Hongkong: Demand 12 1/2
 Hongkong: 4 m/s. Docy. 12 1/2
 Japan: Demand 12 1/2
 Japan: 4 m/s. Docy. 12 1/2
 Batavia: Demand 12 1/2
 Batavia: 4 m/s. Docy. 12 1/2
 Singapore: Demand 12 1/2
 Singapore: 4 m/s. Docy. 12 1/2

Banks Buying Rates
 London: Demand 5/2
 London: 4 m/s. Cds. 5/4 1/2
 London: 6 m/s. Cds. 5/4 1/2
 London: 6 m/s. Docy. 5/4 1/2
 Paris: Demand 7 1/2
 Paris: 4 m/s. Docy. 7 1/2
 New York: Demand 12 1/2
 New York: 4 m/s. Docy. 12 1/2
 Hongkong: Demand 12 1/2
 Hongkong: 4 m/s. Docy. 12 1/2
 Japan: Demand 12 1/2
 Japan: 4 m/s. Docy. 12 1/2
 Batavia: Demand 12 1/2
 Batavia: 4 m/s. Docy. 12 1/2
 Singapore: Demand 12 1/2
 Singapore: 4 m/s. Docy. 12 1/2

Roubles Exchange
 Today's Bank Buying Rate
 For Roubles
 Roubles 1.275 = Tls. 100
 Roubles 100 = Mex. \$10.75

Customs House Exchange Rates For December
 HK. Tls. 3.52 @ 5/11
 " 1 @ 1.50 Mex. \$1.50
 " 1 @ 6 1/2 France 7.39
 " 0.74 @ 12 1/2 Gold \$1
 " 1 @ 4 1/2 Yen 2.54
 " 1 @ 15 Rupees 4.26
 " 1 @ — Roubles —

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 Silver prices were:
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 Previous quotation, London, Dec.
 17: Bar Silver Spot, 48 1/2 d. quiet.

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Cable and Telegraphic Address: "COMSAVBANK"

Telephone: Central 4522.

Correspondents at the principal cities throughout China and domestic exchange a specialty.

Credits granted on approved securities. Bills discounted.

Interest allowed on Current Accounts and Fixed Deposits both in tals and dollars according to arrangement.

Every description of Banking and Exchange business transacted.

Interest allowed on Savings Accounts at 4% per annum.

Pocket Saving Banks.

Safe Deposit Boxes.

K. P. CHEN, General Manager.

The Bank of China

(Specially authorized by Presidential Mandate of 15th April, 1915)

Authorized Capital: \$80,000,000.00

Paid-Up Capital: \$12,279,800.00

Reserve Fund: \$1,298,552.00

Special Reserve Fund: \$1,898,933.00

HEAD OFFICE: PEKING.

Branches and Agencies:

Peking, Tientsin, Shanghai, Kailash, Hankow, Changchun, Wuhu, Ichang, Antung, Anking, Changsha, Dalny, Hangehew, Nanchang, Moukden, Ningpo, Kiukiang, Newchwang, Nanking, Foochow, Harbin, Chinkiang, Amoy, Kirin, Soochow, Canton, Tsinan, Soochow, Hongkong, Chefoo, Wusueh, Swatow, Tsingtau, Yangchow, Chungking.

SHANGHAI BRANCH

3 HANKOW ROAD.

Loans granted on approved securities. Local Bills discounted.

Interest allowed on Tael Current Accounts and Dollar Current Accounts at 2 per cent. per annum and on Fixed Deposits at the following rates:

For 3 months at the rate of 4 per cent. per annum.

For 6 months at the rate of 5 per cent. per annum.

For 12 months at the rate of 6 per cent. per annum.

SUNG HAN-CHANG, Manager.

Shanghai, 1st Nov. 1918.

Banque Belge Pour L'Etranger

Filiale de la Societe Generale de Belgique

Societe Anonyme

Paid-Up Capital: Frs. 30,000,000

Head office: BRUSSELS.

London office: 2 Bishopsgate.

Branches at Peking, Tientsin, Alexandria, Cairo (Egypt), and Rotterdam.

President: JEAN JADOT

Gouverneur Societe Generale de Belgique.

Bankers:

London: Martin's Bank Ltd.

Brussels: Societe Generale de Belgique.

Antwerp: Banque d'Anvers.

Paris: Banque de l'Union Parisienne Societe Anonyme.

Lyons and Marseilles: Comptoir National d'Escompte de Paris.

New York: National City Bank of New York.

Interest allowed on Current Accounts Tels and fixed deposits according to arrangements.

Every description of banking and exchange business transacted.

M. DEMETS, Manager for China.

Yokohama Specie Bank, Limited

(Established 1850.)

Head Office: YOKOHAMA JAPAN.

Capital Subscribed: Yen 48,000,000

Capital Paid-up: Yen 42,000,000

Reserve Fund: Yen 24,500,000

London Bankers:

The London County and Westminster and Parr's Bank, Ltd.

The National Provincial and Union Bank of England, Ltd.

The London Joint Stock Bank, Ltd.

Branches and Agencies:

Bombay, Los Angeles, S. Francisco, Buenos Ayres, London, Seattle, Calcutta, Lyons, Shanghai, Changchun, Manila, Shimonoeki, Dalny, Mukden, Singapore, Hankow, Nagasaki, Sourabaya, Newchwang, Sydney, Hongkong, New York, Tientsin, Honolulu, Osaka, Tokio, Kaiyuan, Peking, Tsinanfu, Kobe, Rangoon, Tsingtau, Vladivostok.

SHANGHAI BRANCH

Interest allowed on Current Accounts and Fixed Deposits in Tels and Dollars, according to arrangement.

Drafts granted on principal places in Japan, Korea, Formosa, China and the chief commercial places in Europe, India and America.

Every description of Banking and Exchange Business transacted.

K. KODAMA, Manager.

The Bank of Canton, Limited.

Incorporated 1912.

Capital (fully paid): H.\$2,000,000.00

Reserve Fund: H.\$ 240,000.00

Investment reserve fund H.\$ 40,000.00

Head Office: No. 6 Des Voeux Road, Hongkong.

Shanghai Office: No. 2 Ningpo Road

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of Banking and Exchange business transacted.

C. C. WONG, Act. Manager.

International Banking Corporation

Head Office: National City Bank Building, 55 Wall Street, New York.

Capital and Surplus: U.S. \$6,500,000

Undivided Profits: U.S. \$1,718,000

H. T. S. Green, President & General Manager.

London Office: 36 Bishopsgate, E. C.

San Francisco Office: 332 Montgomery Street.

For Eastern Branches:

China: Shanghai, Peking, Tientsin, Hankow, Hongkong, Canton, Japan: Yokohama, Kobe, Philippines: Manila, Cebu, India: Bombay, Calcutta, Straits Settlements: Singapore, Dutch East Indies: Batavia, Soerabaya.

West Indian and Central American Branches:

Republic of Panama: Panama, Colon, Republic of Colombia: Medellin, Dominican Republic: Santo Domingo, San Pedro de Macoris, Santiago, Puerto Plata.

In addition to our own Branches, by reason of our close affiliation with The National City Bank of New York we are able to offer the facilities of its branches at Bahal, Buenos Aires, Caracas, Genoa, Havana, Montevideo, Moscow, Petrograd, Rio de Janeiro, San Juan, P. R., Santiago de Cuba, Santos, Sao Paulo, Valparaiso.

Commercial and Travellers' Letters of Credit, Bills of Exchange and Cable Transfers bought and sold. Current accounts opened and Fixed Deposits taken on rates that may be ascertained on application to the Bank.

H. C. GULLAND, Manager.

Hongkong & Shanghai Banking Corporation

Savings Bank Office: 12 The Bund, and 2 Broadway.

Deposits of not less than \$1, or over \$100, will be received at one time.

Not more than \$1,200 will be received in one year from any single not at any time exceed the sum of \$5,000.

Interest at the rate of 3 1/2 per cent per annum will be allowed on the monthly minimum balance. Deposits may be withdrawn on demand. Accounts will be kept either in Mexican Dollars or Tels, at the option of the depositor.

Depositors will be presented with Pass Books in which all transactions will be entered. Pass Books must be presented when paying in or withdrawing money.

Office Hours—10 a.m. to 3 p.m. Saturday, 10 a.m. to 12 noon.

Commercial Bank of China

Head Office: SHANGHAI

Business and Official Notices

(Continued from Page 26)

RAILWAY HOTEL, SOOCHOW

A first-class Tourist and Residential Hotel in Soochow

The proprietor assures everyone that no effort will be spared to ensure the comfort and satisfaction of visitors. Airy, large comfortable rooms, fitted with electric lights, fans and stoves, with bathroom and veranda attached.

Now is the Moment!

If you want to buy a first class nicely situated dwelling house in

TSINGTAO

Please apply to
J. TH. MONCHEN,
TSINGTAO.
P. O. Box 115 20380

The Shanghai Mutual Telephone Company, Limited

NOTICE

Owing to the non-arrival of Switchboard Materials for the Expansion of the Central Exchange, which were to have been delivered as far back as 1915, the traffic of the Central Office has become so congested during the busy hours of the day that it is impossible for the staff to render a satisfactory service. The Directors have therefore decided that until further notice no new telephones can be installed in connection with the Central Switchboard.

Such applications as will connect with the other Exchanges, West, East and North will be attended to as usual.

In the meanwhile the Directors will take every possible step to hasten the expansion of the Central Exchange, and having ascertained that material for it can now be obtained have decided to send at once the Company's Engineer-in-Chief home, via America, to see that no time is lost.

By order,

GUSTAF L. OBERG,
Secretary & General Manager.
20393

MUNICIPAL NOTIFICATION

No. 4563.

VEHICLE RANKS.

The attention of the public is drawn to the following extract from Municipal Notification No. 2533, dated July 31, 1918:

"Owners are earnestly requested to refrain from leaving their vehicles standing in the narrow and busy thoroughfares of the Central District, and to utilise the aforementioned ranks to the fullest possible extent, thus assisting the Police in the regulation of traffic."

Notice is hereby given that the rank on Hankow Road, between Kiangse and Honan Roads, is now ready for use. A telephone (Central 2544) has been installed on the rank, and an English-speaking Chinese Constable will be on duty between the hours of 8 a.m. and 8 p.m. daily.

In ordering their cars by telephone, owners are requested to mention only the number of the car required and not to enter into conversation with the Constable on duty.

By order,

N. O. LIDDELL,
Acting Secretary.
Council Room,
Shanghai, December 25, 1918.
20646

CHUNGKING PRODUCE

We are Experts in Skins and Bristles. We have our own Factories, our own Godowns, and our own Buildings. We guarantee quality. If you are interested in these articles why not appoint us as your sole buying agents in Szechwan Province?

For full particulars apply to

WIDLER & CO.

Chungking, W. China.

Born 1915—Still Existing.

NO MORE JAPANESE TROOPS FOR SIBERIA

Alleged Despatch Of Forces West Of Urala Denied By Authorities

BOLSHEVIKI BOMBARDED

British Squadron In Gulf Of Finland Attacks Them From Front And Rear

Tokio, December 29.—The report of the alleged despatch of Imperial troops west of the Urala for the purpose of accomplishing the object of the Siberian campaign, is denied by the authorities as entirely false. The authorities definitely

declare that there will be no more sending of troops to Siberia.

The complications between Admiral Kolchak of the Omak Government and General Semenov have been settled by Japanese and British mediation.

At the same time, there are some people who maintain that a westward march should be started from Siberia toward European Russia, by way of supporting the All-Russia Government.

Anglo-French Troops

For instance, England and France have despatched a force of one battalion each toward Omak and are assisting Admiral Kolchak's All-Russia Government, says the Asahi. But the Bolsheviki of Russia along the Ural Mountains are not yet downed and a lack of fighting forces is complained of by the All-Russia Government.

Among a certain section of Japanese here in the Empire, the Asahi continues, it was advocated that the army sent to Vladivostok and its neighborhood should be ordered to advance westward. The plan to penetrate as far as the Ural Mountains has been made repeatedly in the past.

How far the above arguments were carried in the conference of Mr. Hara, the Premier, Viscount Uchida, Foreign Minister, Lieutenant-General Tanaka, War Minister, and Admiral Kato, Navy Minister, on December 18, the Asahi reporter was not able to learn. But he understands that the idea stands little chance of materializing.

Danger of Misunderstanding

Japanese advocates of the idea, the Asahi says, seem to think that if Japan retains her troops in the eastern part of Siberia to maintain order there alone, Japan might be misunderstood as trying to occupy the Far East for herself, so that it would be better for Japan at this time to declare her disinterestedness in dealing with Russia and her intention not to meddle with the internal affairs of that country, and to proceed instead as far as the Urala.

But the intentions of the Empire in mobilising her troops in Siberia were clear in the declaration made at that time, that is Japan mobilised by the suggestion of America to help the Czechoslovakia. The greater part of this object has already been accomplished. Not only that, America which made a stronger declaration than that of Japan in reference to the wishes to help out the Czechoslovakia has tried to refrain as much as possible from dwelling on the military side to lay stress instead upon the economic assistance to be given. When the clamor was for a while strong in Japan for an expedition to the Urala, the attitude of America evoked much displeasure. There is no reason to believe that the American attitude has since changed.

Transport Difficulty

Considered from another point of view, the Asahi says in conclusion, it is extremely difficult to transport a large army westward by means of the Siberian railway only. How are the provisions to be transported, it may be asked. Even the supplying of necessities to a few Anglo-French soldiers sent from the Far East to Omak is difficult.

Japanese To Urala?

As the activities of the British troops in the Baltic provinces, as well as in Southern Russia, are successively reported, the rumor as regards the Japanese expedition to the interior points of Siberia near the Urala is again in circulation in political circles here.

On Wednesday morning four Cabinet Ministers, the Ministers of War, Navy, Foreign Affairs and of Communications had an important conference with Premier Hara at the latter's official residence, and it was alleged that the conference chiefly dwelt upon the question of a Japanese expedition to the Ural regions. Later, however, it was informally announced that the problems discussed by the Ministers at the conference were those in connection with Tsingtao and some inter-allied problems in Siberia, while the question of the Ural expedition was not taken up for consideration at the Wednesday conference.

According to the Yozodzu, the Allies have not yet decided to send larger and stronger forces to Western Siberia, apparently awaiting the development of political situation in Siberia, especially in connection with the unification movement started by the Omak Government.

MARTIN'S APOLLO FILLS

Dr. T. YAMADA, (former Assistant at the Imperial Universities at Tokio and Fukuoka.)
Internal Medicine, Children's Diseases.

Dr. K. HONMA, (former Assistant at the Imperial University at Fukuoka.)
Women's Diseases, Confinements, Surgery, Skin Diseases.

HONMA HOSPITAL,
No. 3, Miller Road, Tel. North 2961

Dr. T. YAMADA, (former Assistant at the Imperial Universities at Tokio and Fukuoka.)
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Classified Advertisements

HOUSES TO LET

TO RENT, five-room modern house, completely furnished, with small garage, for eight months from February first; near Rifle Range. Tls. 80 per month. Apply A. C. Davis, 6 Kiukiang Road. Telephone 4757.

TO LET, very modern detached, six roomed residence, Western district, with tennis court. Garage and stabling. Rent Tals 110. Apply to J. T. Hammond, 51 Szechuen Road.

TO LET, modern detached furnished house for four months; lawn, garden, modern plumbing, Tls. 125 per month. Apply to the China Realty Co., Ltd., 27 Nanking Road.

TO LET, desirable furnished flat of four rooms, two clothes closets, bath, kitchen, servants' quarters, etc. Two blocks from car line, in Western district. Rent, including light, water and taxes, Tls. 125 per month. Garage, Tls. five per month. Apply to Box 442, THE CHINA PRESS.

TO LET, modern detached furnished house for four months; lawn, garden, modern plumbing, Tls. 125 per month. Apply to the China Realty Co., Ltd., 27 Nanking Road.

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TO LET, modern detached furnished house for four months; lawn, garden, modern plumbing, Tls. 125 per month. Apply to the China Realty Co., Ltd., 27 Nanking Road.

SITUATION VACANT

WANTED: Lady for general office work, including shorthand and typing. Some experience desirable. Reply, stating particulars, to Box 454, THE CHINA PRESS.

WANTED: Lady to take charge of Bookroom, including supervision of Book and Stationery Stocks. Previous experience desirable. Replies should give full particulars of previous business experience and will be treated as confidential. Box 455, THE CHINA PRESS.

WANTED, young lady stenotypist by old-established firm; good permanent position, easy work hours. Reply to Box 449, THE CHINA PRESS, stating experience, salary wanted.

WANTED, a No. 1 house boy; must be well recommended. Apply No. 11 Nanking Road.

WANTED at once. A Foreign accountant for Shanghai. Apply to Box No. 440, THE CHINA PRESS.

WANTED, an assistant house-keeper for temporary service. Apply stating nationality and experience, to Superintendent, Shanghai American School, 147 North Szechuen Road.

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Provision Prices In Local Market

Prices quoted are in Mexican dollar cents at Hongkew market as compiled on December 24, 1918.

Butcher's Meat

Beef per lb. 14-20
Mutton " 16-20
Pork " 25-30
Veal " 25-30

Fish

Bream per lb. 18-20
Cod " 18-20
Mandarins " 30-40
Mackerel " 25-30
Pomfret " 25-30
Salmon " 18-20
Sardines " none
Sole " 18-20
Whitebait " none

Game, Poultry And Eggs

Deer each \$3.00-\$3.50
Duck " 50-90
Eggs per doz. 20-24
Fowl per lb. 16-18
Geese each \$1.00-\$1.40
Hare " 25-40
Partridge " 55-65
Pheasant " 60-65
Pigeons " 18-20
Plover " none
Quail " 18-20
Snipe " 18-20
Turkey per lb. 35-40
Teal each 16-18
Wild Duck " 40-45
Wild Geese " 40-50
Wild Pigeons " 10-12
Woodcock " 40-50

Fruit

Apricots per lb. none
Apples " 16-20
Bananas " 6-7
Cherries " none
Chestnuts " 10-12
Figs per doz. none
Grapes per lb. 15
Lemons each 8-10
Lichees per lb. none
Mangoes each none
Mongosteens per doz. none
Melons each none
Oranges per lb. 6-10
Peaches " 16-16
Pears " 12-15
Persimmons " none
Pineapples " none
Pumpkins " 15-20
Pumpkins " 8-10
Strawberries " none
Walnuts " 12-14

Vegetables

Artichokes each 2-3
Asparagus per doz. none
French Beans per lb. 5-10
Broad Beans " 6-8
Beetroot per bunch 3-4
Bamboo Shoots per lb. none
Cabbage each 3-4
Carrots " 2-3
Cauliflower " 20-30
Celery per bunch 10-12
Egg Plant per lb. 6-8
Green Corn each none
Leeks per bunch 2-3
Mushrooms per lb. none
Onions " 6-8
Parsnips per bunch 3-4
Potatoes per picul \$1.70-\$2.25
Peas per lb. 15-18
Radishes per bunch 1-3
Spinach per lb. 2-3
Tomatoes " 6-10
Turnips per bunch 2-3

Grain And Flour

Flour American per 50 lbs. \$5.50
Flour Australian " \$4.80
Flour Shanghai " \$2.25
Rice per 200 lbs. \$7.00
Milk
Foreign dairies per bottle 30
Chinese dairies " 17

Fodder

Barley per 114 lbs. \$2.50
Bran " \$2.20
Fuel
House Coal per ton Tls. 18.00
Stove Coal per ton Tls. 23.60
Firewood per 50 bundles \$1.00

Laundry

Per 100 articles \$3.00-4.00
F. J. W. McVILLAN,
Chief Inspector.

Amusements

OLYMPIC THEATRE

PROGRAMME
For December 29th and 30th
PRESENTING
VIVIAN MARTIN
IN
Paramount Pictures
IN
"THE ARRIVAL OF PERPETUA"
A High-Class Comedy Drama
In Five Parts

"Buddhist Temples"
Interesting

"The Police Dog"
Cartoon Comedy

"Captain Jenks and His Wife's Husband"
Comedy

ISIS THEATRE

PROGRAMME
For
Matinee Today
And This Evening (Sunday)
"THE RED ACE"
9th Episode
and
"THE COLLEGE WIDOW"
Five-Part Comedy.

Programme for Monday, 30th
December
"WHO IS NUMBER ONE?"
5th and 6th Episodes.
AND SEVERAL COMEDIES.

Amusements

Victoria Theatre

PROGRAMME
for
December 29th and 30th
SHOWING
The Famous Comedy
"WHAT HAPPENED TO JONES"
FIVE PARTS
and
OTHER NEW FILMS

APOLLO THEATRE TOMORROW

"THE COUNT OF MONTE CRISTO"
EPOCH 4
"SINBAD THE SAILOR"
A fine and stirring part in this great French Drama, all Shanghai in coming to see
PATHE'S FRENCH GAZETTE
"LUCIEN IN A PACKING CASE"
Our clever French comedian in an original and laughable Fun Film

Tonight 9.15 p.m.
"Smile-A-Minute"
GEORGE WALSH
"The Yankee Way"

Matinee Today 3 p.m.
"Who is No 1?"
Episode 11 "The Rail Raiders"
Episode 12 "The Show Down"

NEW YEAR ATTRACTIONS

Matinee, Wednesday, January 1st, 1919, 3 p.m.
Smile-a-Minute GEORGE WALSH
in
"THE YANKEE WAY"
Matinee, Thursday, January 2nd, 1919, 4 p.m.
NORMA TALMADGE
in
"THE MISSING LINKS"

SHANGHAI FOREIGN EXCHANGE BANKERS' ASSOCIATION

The Exchange Banks which are members of the above Association, will be closed for the transaction of Public Business on Wednesday and Thursday the 1st and 2nd January, on account of New Year Holidays.

V. K. SHEN & SON

GENERAL SHIPPING NEWS

Future Sailings

FOR AMERICA AND CANADA

Date	Time	Destination	Ship's Name	Flag	Agents
Dec. 29	—	Vancouver	Bessie Dollar	Br.	R. D. & Co.
Dec. 29	—	Vancouver	Monteagle	Br.	C.P.R.
Dec. 29	—	Seattle, etc.	Kashima Maru	Jap.	N. Y. K.
Jan. 3	—	San Francisco	Venusia	Am.	P.M.S.S. Co.
Jan. 12	—	San Francisco	Nanking	Am.	C.M.S.N. Co.
Jan. 15	—	Tacoma, etc.	Arabia Maru	Jap.	O. S. K.
Jan. 25	—	Vancouver	Empress of Japan	Br.	C.P.R.
Jan. 29	—	Tacoma, etc.	Manila Maru	Jap.	O. S. K.
Jan. 30	—	San Francisco	Hiberta Maru	Jap.	T. K. K.
Feb. 1	—	Vancouver	Melville Dollar	Br.	R. D. & Co.
Feb. 1	—	Vancouver	Stanley Dollar	Br.	R. D. & Co.
Feb. 1	—	New York via Panama	Harold Dollar	Br.	R. D. & Co.
Feb. 1	—	San Francisco	Bioemfontein	Br.	J. M. & Co.
Feb. 2	—	Seattle, etc.	Kato Maru	Jap.	N. Y. K.
Feb. 9	—	San Francisco	China	Am.	C.M.S.N. Co.
Feb. 11	—	San Francisco	Tenyo Maru	Jap.	T. K. K.
Feb. 22	—	Vancouver	Empress of Japan	Br.	C.P.R.
Mar. 2	—	San Francisco	Shinyo Maru	Jap.	T. K. K.

FOR JAPAN PORTS

Jan. 1	—	Moji, Kobe & Osaka	Takeshima Maru	Jap.	N.Y.K.
Jan. 2	—	Kobe	Kokura Maru	Jap.	N.Y.K.
Jan. 4	—	Moji, Kobe & Osaka	Yawata Maru	Jap.	N.Y.K.
Jan. 8	—	Moji, Kobe & Osaka	Omi Maru	Jap.	N.Y.K.
Jan. 10	—	Nagasaki, Kobe & Yama	Yamashiro M.	Jap.	N.Y.K.
Jan. 15	—	Moji, Kobe & Osaka	Penza	Rus.	R.V.F.
Jan. 17	—	Moji, Kobe & Osaka	Kumano Maru	Jap.	N.Y.K.
Jan. 18	—	Nagasaki, Kobe & Yama	Chikugo Maru	Jap.	N.Y.K.

FOR EUROPE, INDIA, STRAITS, ETC.

Feb. 3	—	London, etc.	Mishima Maru	Jap.	N.Y.K.
Jan. 30	—	Liverpool, etc.	Tamba Maru	Jap.	N.Y.K.
Dec. 29	—	London	Borneo Maru	Jap.	O. S. K.

FOR SOUTHERN PORTS

Dec. 29	9:00	Swatow and Hongkong	Kaifong	Br.	B. & S.
Dec. 30	9:00	Amoy and Swatow	Holhow	Br.	B. & S.
Dec. 30	4:00	Ningpo	Hsin Peking	Chi.	N.S.S. Co.
Dec. 30	4:30	Ningpo	Hsin Ningshao	Chi.	C.M.S.N. Co.
Dec. 31	4:30	Ningpo	Ngantien	Br.	B. & S.
Dec. 31	8:00	Hongkong and Canton	Singao	Am.	C.M.S.N. Co.
Jan. 1	8:00	Swatow and Hongkong	Nanking	Br.	B. & S.
Jan. 7	D.L.	Hongkong and Canton	Sinkiang	Br.	B. & S.

FOR NORTHERN PORTS

Dec. 29	10:00	W'wei, Chefoo & Tiao	Fengtien	Br.	B. & S.
Dec. 31	—	Chefoo	Hainkong	Chi.	C.M.S.N. Co.
Jan. 1	9:30	Dairen	Sakaki Maru	Jap.	S.M.R.
Jan. 11	9:00	Tungtao and Dairen	Kobe Maru	Jap.	S.M.R.
Jan. 19	4:30	Vladivostok	Penza	Rus.	R.V.F.

FOR RIVER PORTS

Dec. 29	M.N.	Hankow, etc.	Hwahta	Chi.	C.M.S.N. Co.
Dec. 30	M.N.	Hankow, etc.	Kiangyung	Chi.	C.M.S.N. Co.
Dec. 30	9:00	Wuhu	Wenchow	Br.	B. & S.
Dec. 30	M.N.	Hankow, etc.	Talee Maru	Jap.	N. K. K.
Dec. 30	M.N.	Hankow, etc.	Kutwo	Br.	J. M. & Co.
Dec. 31	M.N.	Hankow, etc.	Ngankin	Br.	J. M. & Co.
Dec. 31	M.N.	Hankow, etc.	Sulyang Maru	Jap.	N. K. K.
Jan. 1	M.N.	Hankow, etc.	Wuchang	Br.	B. & S.
Jan. 2	M.N.	Hankow, etc.	Tatung	Br.	B. & S.
Jan. 2	M.N.	Hankow, etc.	Hwaboo	Chi.	J. M. & Co.
Jan. 3	M.N.	Hankow, etc.	Loongwo	Br.	J. M. & Co.
Jan. 3	M.N.	Hankow, etc.	Luenyi	Br.	B. & S.
Jan. 4	M.N.	Hankow, etc.	Fengyang Maru	Jap.	N. K. K.
Jan. 4	M.N.	Hankow, etc.	Woochung	Br.	B. & S.
Jan. 7	M.N.	Hankow, etc.	Poyang	Br.	B. & S.
Jan. 8	M.N.	Hankow, etc.	Chungking	Br.	B. & S.

A.M.—MIDNIGHT, D.L.—DAYLIGHT.

Arrivals

Arrived	From	Ship's Name	Flag	Agents
Dec. 28	Ningpo	Kiangyung	Chi.	C.M.S.N. Co.
Dec. 28	Swatow	Holhow	Br.	B. & S.
Dec. 28	Tungtao	Tamagawa Maru	Jap.	N.Y.K.
Dec. 28	Chifungtao	Hsinkong	Chi.	C.M.S.N. Co.
Dec. 28	Hankow	Hsin Peking	Chi.	C.M.S.N. Co.
Dec. 28	Hankow	Chungking	Br.	B. & S.
Dec. 28	Hankow	Kutwo	Br.	J. M. & Co.
Dec. 28	Hankow	Fengyang Maru	Jap.	N. K. K.

Departures

Date	For	Ship's Name	Flag	Agents
Dec. 28	Moji, Kobe & Osaka	Kumano Maru	Jap.	N.Y.K.
Dec. 28	London, etc.	Yokohama Maru	Jap.	N.Y.K.
Dec. 28	Hongkong	Kwanglee	Chi.	C.M.S.N. Co.
Dec. 28	9:00 Hongkong and Canton	Shuntien	Br.	B. & S.
Dec. 28	Swatow	Chungking	Br.	B. & S.
Dec. 28	M.N. Hankow, etc.	Nanyang Maru	Jap.	N. K. K.
Dec. 28	M.N. Hankow, etc.	Kiangyung	Chi.	C.M.S.N. Co.
Dec. 28	Ningpo	Kiangyung	Chi.	C.M.S.N. Co.

Vessels Loading

For River Ports

HANKOW & PORTS.—The Str. Hwahta, Captain S. Hivose, will leave on Sunday night. For Freight or Passage apply to C.M.S.N. Co.

HANKOW & PORTS.—The Str. Kiangyung, Captain Wm. McIlwain, will leave on Monday night. For Freight or Passage apply to C.M.S.N. Co.

HANKOW & PORTS.—The Indo-China Steam Navigation Co.'s Str. Kutwo, tons 3,864, Captain Gibb, will leave on Monday, December 30, at about 12 o'clock midnight. For Freight or Passage apply to JARDINE, MATHESON & Co., Ltd., General Managers, Passengers Tel. No. 240. Freight Tel. No. 250.

HANKOW & PORTS.—The Co's Str. Talee Maru, Captain G. Kawamura, will be despatched from N.Y.K. Footing Wharf on Monday, December 30, at about 12 o'clock midnight. For Freight and Passage apply to THE NISSHIN KISEN KAISHA, No. 5 The Bund.

HANKOW & PORTS.—The Co's Str. Sulyang Maru Capt. H. Yamashita, will be despatched from the China Merchant's Central Wharf on Tuesday, December 31, at about 12 o'clock midnight. For Freight and Passage apply to JARDINE, MATHESON & Co., Ltd., General Managers, Passengers Tel. No. 240. Freight Tel. No. 250.

HANKOW & PORTS.—The Indo-China Steam Navigation Co.'s Str. Tackwo, tons 3,170, Capt. Campbell, will leave on Tuesday, December 31, at about 12 o'clock midnight. For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., General Managers, Passengers Tel. No. 240. Freight Tel. No. 250.

HANKOW & PORTS.—The China Navigation Co.'s Steamer Nankin, Captain H. A. Wavell, will leave from the French Bund on Tuesday, December 31, at about 12 o'clock

midnight. For Freight or Passage, apply to Butterfield & Swire, Agents French Bund. Freight Telephone No. 77. Passage Telephone No. 401.

HANKOW & PORTS.—The China Navigation Co.'s Steamer Wuchang, Captain Pickard, will leave on Wednesday, January 1, at about 12 o'clock midnight. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents, Tel. No. 77.

HANKOW & PORTS.—The China Navigation Co.'s Steamer Tungting, Captain Williams, will leave from the French Bund on Thursday, January 2, at about 12 o'clock midnight. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents French Bund. Freight Tel. No. 77. Passage Tel. No. 401.

HANKOW & PORTS.—The Indo-China Steam Navigation Co.'s Chartered Steamer Hwah Lee tons 1,151, will leave on Thursday, January 2, at about 12 o'clock midnight. For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., General Managers, Passengers Tel. No. 240. Freight Tel. No. 250.

HANKOW & PORTS.—The Indo-China Steam Navigation Co.'s Str. Loongwo, tons 2,925, Capt. Findson, will leave on Friday, January 3, at about 12 o'clock midnight. For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., General Managers, Passengers Tel. No. 240. Freight Tel. No. 250.

HANKOW & PORTS.—The China Navigation Co.'s Steamer Luenyi, Captain Fraser, will leave from the French Bund on Friday, January 3, at about 12 o'clock midnight. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents French Bund. Freight Tel. No. 77. Passage Tel. No. 401.

HANKOW & PORTS.—The China Navigation Co.'s Steamer Newcomb, Captain Newcomb, will leave from the French Bund on Saturday, Jan. 4, at about 12 o'clock midnight. For Freight or Passage, apply to Butterfield & Swire, Agents French Bund. Freight Tel. 77. Passage Tel. 401.

HANKOW & PORTS.—The China Navigation Co.'s Steamer Poyang, Captain Carnaghan, will leave from the French Bund on Tuesday, January 7, at about 12 o'clock midnight. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents Telephone No. 77.

HANKOW & PORTS.—The China Navigation Co.'s Steamer Chungking, Captain J. Meathrel, will leave on Wednesday, January 8, at about 12 o'clock midnight. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents Telephone No. 77.

For Southern Ports

SWATOW & HONGKONG.—The China Navigation Co.'s Str. Kaifong, Captain John Cogan, will leave from the French Bund on Sunday, December 29, at 9 a.m. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents French Bund. Freight Telephone No. 77. Passage Telephone No. 401.

AMOY & SWATOW.—The China Navigation Company's Steamer Holhow, Captain P. M. Dillon, will leave on Monday, December 30, at 9 a.m. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents Telephone No. 77.

NINGPO.—The China Navigation Co.'s Steamer Hsin Peking, Captain A. Scott, R.N.R., will leave from the French Bund on Monday, December 30, at 4:30 p.m. For Freight or Passage, apply to Butterfield & Swire, Agents French Bund. Freight Telephone No. 77. Passage Telephone No. 401.

HONGKONG & CANTON.—The China Navigation Co.'s Steamer Singan, Captain W. McDonald, will leave on Tuesday, December 31, at 9 a.m. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents Telephone No. 77.

SWATOW & HONGKONG.—The China Navigation Co.'s Steamer Yingchow, Captain E. B. Simons, will leave from the French Bund on Sunday, January 5, at daylight. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents French Bund. Freight Tel. No. 77. Passage Tel. No. 401.

HONGKONG and CANTON.—The China Navigation Co.'s Steamer Sinkiang, Captain G. W. Eady, will leave from the French Bund direct for the above ports on Tuesday, January 7, at daylight. For Freight or Passage apply to BUTTERFIELD & SWIRE, Agents. Freight Tel. No. 77. Passage Tel. No. 401.

TAKAO (FORMOSA) via POCHEW & KEELUNG.—The Steamer Suma Maru, Captain N. Iwamoto, will be despatched from the Co's Yangtzeppoo Wharf on Tuesday, January 7, at daylight. The steam-launch conveying passengers on board will leave the jetty in front of the Nissin Kisen Kaisha at — on the same day. For Freight and Passage, please apply to THE OSAKA SHOSEN KAISHA, No. 4, The Bund. Tel. Central No. 4234 & 4235.

HONGKONG.—The Str. Chicago Maru, Captain T. Saito, will be despatched from the Co's Yangtzeppoo Wharf on Wednesday, January 8, at daylight. The steam-launch conveying passengers on board will leave the Custom Jetty at — on the same day. For Freight and Passage, please apply to THE OSAKA SHOSEN KAISHA, No. 4, The Bund. Tel. Central 4234 and 4235.

For Northern Ports

WEIHAIWEI, CHEFOO & TSINGTAO.—The China Navigation Co.'s Steamer Fengtien, Captain McIntosh, will leave from the French Bund on Sunday, December 29, at 10 a.m. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents French Bund. Tel. No. 77. Passage Tel. No. 401.

CHEFOO.—The Str. Hsinkong, Captain J. Halket, will leave on Tuesday morning. For Freight or Passage apply to C.M.S.N. Co.

For Foreign Ports

LONDON.—The Steamer Borneo Maru, Captain Y. Ishikawa, will be despatched from the Co's Yangtzeppoo Wharf During December. The steam-launch conveying passengers on board will leave the Custom Jetty at — on the same day. For Freight and Passage, please apply to THE OSAKA SHOSEN KAISHA, No. 4, The Bund. Tel. Central No. 4234 & 4235.

TAKOMA & SEATTLE CALLING at VICTORIA B. C. via NAGASAKI or MOJI, KOBE, YOKKAICHI, SHIMIZU & YOKOHAMA.—The Osaka Shosen Kaisha's Steamer Arabia Maru, Captain I. Hamada, will be despatched on Thursday, January 16. Through Bills of Lading are granted to overland points connecting with the Chicago, Milwaukee & St. Paul Railway Co., at Seattle and Tacoma. Consular Invoices must accompany shipment to U.S.A. The steam-launch conveying passengers on board will leave the Custom's Jetty at — on the same day. For Freight or Passage, please apply to THE OSAKA SHOSEN KAISHA, No. 4, The Bund. Telephone No. Central 4234 and 4235.

TAKOMA & SEATTLE CALLING at VICTORIA B. C. via NAGASAKI, KOBE, YOKKAICHI, SHIMIZU & YOKOHAMA.—The Osaka Shosen Kaisha's Steamer Manila Maru, Captain N. Kobayashi, will be despatched on Monday, January 20. Through Bills of Lading are granted to ports and overland points connecting with the Chicago, Milwaukee & St. Paul Railway Co., at Seattle and Tacoma. Consular Invoices must accompany overland shipment to U.S.A. The steam-launch conveying passengers on board will leave the Custom's Jetty at — on the same day. For Freight or Passage, please apply to THE OSAKA SHOSEN KAISHA, No. 4, The Bund. Central Tel. No. 4234 & 4235.

C. N. C.

CHINA NAVIGATION CO., LTD.

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For CHINKIANG, NANKING, WUHU, KIUKIANG and HANKOW.—S.S. Woosung, Luengli, Ngankin, Poyang, Tatung, Tungting, Wochang and Chungking.—Sailing from the French Bund at midnight. These steamers connect at Hankow with the Company's regular sailings on the Middle Yangtze and Hunan Lines.

The steamers Wochang and Chungking are specially fitted to handle heavy lifts, etc., but have no accommodation for Foreign passengers.

Regular sailings every Tuesday, Wednesday, Friday and Saturday and every third Monday and Thursday.

For WEIHAIWEI, CHEFOO and TIENTSIN (and Peking via TIENTSIN).—S.S. Tungchow, Fengtien, Shuntien and Shengkiang.—Sailing from the French Bund.

Regular sailings every Tuesday and Saturday and every alternate Thursday.

For AMOY, SWATOW, HONGKONG, and CANTON.—S.S. Sulyang, Singan, Sinkiang, Yingchow, Singan and Kaifong.—Sailing from the French Bund. Weekly service every Thursday to Amoy and every Sunday to Swatow. Connections at Hongkong with service to Philippines and Australian ports will be advised upon application.

Regular sailings every Tuesday, Thursday and Sunday mornings.

For NINGPO.—S.S. Hsin Peking.—Sailing from the French Bund.

Regular sailings every Monday, Wednesday and Friday at 4:30 p.m.

The above steamers have Electric Light throughout and are fitted with Electric Fans and Steam Heaters in State Rooms and Dining Saloons, and are otherwise completely equipped for the comfort and convenience of passengers.

For further particulars regarding Sailings, Passage Rates, etc., see "THE TAIKOO SHIPPING GAZETTE" obtainable from the undersigned, or from The International Sleeping Car and Express Trains Co. (Astor House), or from Messrs. Thomas Cook and Son, Russo-Asiatic Bank Building, 15 The Bund.

BUTTERFIELD & SWIRE,

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SAILINGS FROM SHANGHAI (Subject to Change)

For San Francisco via Kobe, Yokohama and Honolulu	For Hongkong and Manila
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Steamers equipped with most modern improvements for the safety and comfort of passengers. One and two bed staterooms only. No Upper Berths. Tickets interchangeable with Canadian Pacific Ocean Services, Ltd. and Toyo Kisen Kaisha.

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For Colombo via Singapore and Calcutta	For San Francisco via Cuba and Honolulu
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(Subject to Alteration)

FOR LONDON (Via Hongkong, Singapore and Port Said) ALTAI MARU (15,000 tons) Capt. T. Fuchigami, During Dec. BORNEO MARU (10,000 tons) Capt. Y. Ishikawa, During Jan. ANDER MARU (15,000 tons) Capt. K. Saito, During Feb. ALPS MARU (15,000 tons) Capt. T. Yamaguchi, During Mar.

FOR MARSEILLES (Via Hongkong and Singapore). During Jan.

FOR NORTH AMERICA (Tacoma, Seattle and Vancouver via Nagasaki, Kobe, and Yokohama).

In connection with the Chicago, Milwaukee and St. Paul Ry. arr. leave.

ARABIA MARU (18,000 tons) Capt. I. Hamada, Jan. 15 Jan. 16

MANILA MARU (20,000 tons) Capt. N. Kobayashi, Jan. 19 Jan. 20

FOR HONGKONG

CHICAGO MARU (12,000 tons) Capt. T. Saito, Jan. 7 Jan. 8

FOR NORTH CHINA PORTS (Tientsin and Dairen).

KEELING MARU (3,500 tons) Capt. Y. Fuchigami, Dec. 25 Dec. 27

FOR SOUTH CHINA PORTS and FORMOSA (Tientsin, Keelung and Takao).

SUMA MARU (3,500 tons) Capt. N. Iwamoto, Jan. 5 Jan. 7

The Company also runs numerous steamers from Japan to Europe, South America, South Africa, Australia, India, Java, China, Korea, Vladivostok and also between the principal ports in Japan. Through freight booked from Shanghai.

For freight, passage and further information, please apply to— H. SHIMAMURA, Manager, OSAKA SHOSEN KAISHA Union Building, 4 The Bund

O.S.K. Yangtzeppoo Wharf, Wayfield, Tel. Nos. Central 4234 and 4235. Tel. Nos. East 208 and 209. Tel. Address: JSHOSEN, SHANGHAI

CANADIAN PACIFIC

OCEAN SERVICES

PACIFIC SERVICE



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NOTICE

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EMPRESS OF ASIA

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EUROPEAN LINE

For Hongkong, Singapore, Penang, Colombo, Suez, Port Said, Marseilles and England:

Tons	Capt.	Ship	Day
15,000	Capt. S. Murazumi	MISHIMA MARU	Feb. 3
12,500	Capt. S. Shioya	TAMBA MARU	Jan. 30

AMERICAN LINE

Via Pacific, calling at Hongkong, Manila, Shanghai, Nagasaki, Kobe, Yokohama, Victoria, B. C., and Seattle, Washington.

Tons	Capt.	Ship	Day
19,000	Capt. E. Tosa	KASHIMA MARU	Jan. 1
19,000	Capt. I. Noma	KATORI MARU	Feb. 3

SHANGHAI-YOKOHAMA LINE

(Via Nagasaki, Moji and Kobe.)

Tons	Capt.	Ship	Day
4,500	Capt. S. Saito	TAKESHIMA MARU	Jan. 1
7,000	Capt. R. Arakida	YAWATA MARU	Jan. 4
7,000	Capt. M. Machida	OMI MARU	Jan. 8
9,500	Capt. S. Saito	KUMANO MARU	Jan. 11

KOBE TO SEATTLE

Tons	Capt.	Ship	Day
16,000	Capt. K. Inatsu	ATSUTA MARU	Jan. 4

FOR JAPAN

Tons	Capt.	Ship	Day
12,500	Capt. M. Fumihashi	KANAGAWA MARU	Jan. 4

FOR HONGKONG

Tons	Capt.	Ship	Day
19,000	Capt. I. Noma	KATORI MARU	Jan. 6

FOR MANILA AND HONGKONG

Tons	Capt.	Ship	Day
21,000	Capt. J. Terada	SUWA MARU	Jan. 25

AUSTRALIAN LINE

Regular Four-Weekly Service between Japan ports and Australia (calling at Hongkong and Manila).

Tons	Capt.	Ship	Day
14,000		TANGO MARU	Dec. 31
10,000		NOKKO MARU	Jan. —
16,000		KITANO MARU	Feb. —

CALCUTTA LINE

Regular Fortnightly Service between Yokohama and Calcutta (calling at Shanghai on homeward voyage).

BOMBAY LINE

Regular Fortnightly Service between Kobe and Bombay (calling at Shanghai on homeward voyage).

The Company also runs numerous steamers from Japan to China and Korean ports and Vladivostok, and also between the principal ports in Japan.

For freight, passage and further information apply to
T. IYUKIYAMA, Manager, Nippon Yusen Kaisha.

Tel. Address: YUSEN, Shanghai.

CHINESE GOVERNMENT RAILWAYS

TIENTSIN-PUKOW LINE

TIME TABLE

(Published by order of the Administration)
November 20th, 1918, and until further notice

		R. S.				R. S.					R. S.									
		1648	0	dep.	Peking	arr.	22303	1940	1083											
		1985	583	dep.	Tientsin-Central	dep.	19333	1700	708											
		1985	640	arr.	Tientsin-Central	arr.	19333	1633	710											
		1940	2540	arr.	Tientsin-East	arr.	19333	1646	707											
			524	arr.	Mukden	dep.	2200	1040												
Local	Mail			Tientsin-Pukow Line										Mail	Local					
S.	B. S.																			
		715	2115	—	0	dep.	Tientsin-East	arr.	634	1615										
		725	2125	—	2.71	dep.	Tientsin-Central	dep.	150	1603										
		745	2145	—	78	dep.	Tientsin-Central	arr.	690	1524										
		1118	2158	—	148	dep.	Tsingsow	dep.	139	1247										
		1477	2218	—	2.71	arr.	Tsingsow	arr.	2118	1257										
		1901	732	—	—	arr.	Tsingsow	dep.	1744	647										
7.	800	815	—	220	dep.	Tsingsow	arr.	1728	1815											
		1039	1051	—	269	dep.	Tsingsow	arr.	1458	1815										
		1301	1317	—	318	arr.	Tsingsow	arr.	1181	1815										
		1321	1338	—	377	arr.	Tsingsow	arr.	1181	1257										
		1554	1571	—	—	arr.	Tsingsow	arr.	846	1815										
		1815	1835	—	—	arr.	Tsingsow	arr.	620	1815										
9.	200	1853	—	420	—	—	Tsingsow	arr.	545	200										
		1116	2336	—	523	dep.	Tsingsow	arr.	900	144										
		1204	2345	—	600	dep.	Tsingsow	arr.	2013	72										
		1671	411	—	681	arr.	Tsingsow	arr.	1830											
		1848	903	—	—	arr.	Tsingsow	arr.												

Business and Official Notices

Chinese Post Office

Notification No. 281

International Reply-Coupons.

The Chinese Post Office has now on sale International Reply-Coupons at 12 cents each.

A Reply-Coupon may be exchanged for the equivalent of a ten-cent stamp (25 centimes), or stamps of a nominal value of 10 cents (25 centimes) at designated Post Offices in any country—China included—participating in the exchange of International Reply-Coupons. The names of countries so participating may be had on application at the "Enquiries" counter, C.P.O., Peking Road.

W. W. RITCHIE,
Postal Commissioner,
Chinese Post Office,
Shanghai, 27 December, 1918.

20669

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NOTICE

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January, 1919, at 11.30 a.m. to receive
the Report and Accounts of the Com-
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The Transfer Books of the Com-
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20616 D-31

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Amusement Advertising
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Page 17

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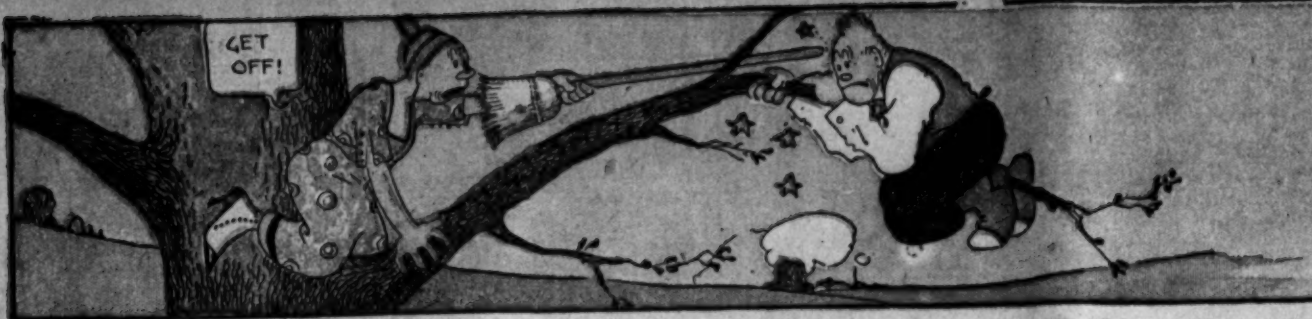
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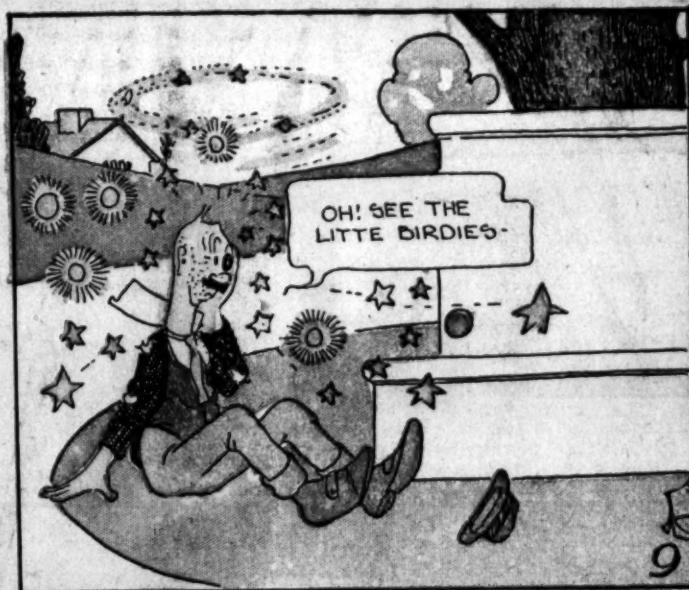
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Bringing Up Father



Soul Dresses

by Lady Duff Gordon



The Soul That Loves Beauty Finds Its Expression in Noble Lines and Serene Colors, as in This Model.

LADY DUFF-GORDON, the famous "Lucile" of London, and foremost creator of fashions in the world, writes each week the fashion article for this newspaper, presenting all that is newest and best in styles for well-dressed women.

Lady Duff-Gordon's Paris establishment brings her into close touch with that centre of fashion.

Lady Duff-Gordon's American establishments are at Nos. 37 and 39 West Fifty-seventh street, New York, and No. 1400 Lake Shore Drive, Chicago.

By Lady Duff-Gordon ("Lucile")

THE eyes have been classed as the windows of the soul. Dress, too, is its expression.

Recall the friends you have known best in your life. Consider what a variety of souls they were. One was a buoyant soul. It was of such lightness that it could never long be depressed, not even by a great grief or heavy loss. Another was a soul that lived among life's shadows. It thought more about the sorrows of life than its joys. It had little pleasure in the present, for it was engaged with the end of life and the beyond. There must have been a soul among them of which you thought "How beautiful!" It saw the beauty of nature, and great deeds, and sublime sacrifices.

Some day I should like to talk long to you about souls. For their variety is infinite. But I must hurry on to tell you of the soul dresses I am showing you on this page.

The lower right-hand figure depicts my conception of the sad or serious soul. It is expressed by a gown of black net slightly draped over a foundation of black satin. The drapery, please notice, is not upon the hips, as was the habit last season, but its fulness falls in a festoon below the knees. The rich, sweeping panel at the back has the cold sheen of steel. Strewn upon this background are raised black figures in a conventional design that suggest the crescent that was the symbol of Turkish power. Observe the long, plain, rather tight sleeves, which accentuate the low key of the melody of this soul gown. The girdle is of green gold brocade studded with amethysts.

The soul that seeks beauty is represented by a gray velvet gown in sparse lines, narrow at the ankles. Notice the difference in the sleeves, one being long and loose and pointed, finished by a heavy silk tassel. The other is a kimono sleeve that is drawn into a tight sleeve at the lower arm. An inset in the front of the corsage is of blue and silver brocade. The wide, crush girdle, graduated to a high point at the belt line in front, is of blue and silver iridescent satin.

The shoes and stockings are of silver, with topaz and silver buckles. The band on the forehead is of blue silk clasped by a pink rose with silver leaves.

The buoyant soul is represented by the third figure. The waist and a portion of the skirt drapery are of silver chiffon bound with peach colored velvet. The corsage ornaments are pearls and olivines. The sash is of mulberry pink. The satin of the skirt drapery is changeable, turning chame-

leon-like from violet to blue. With the costume are worn flesh colored satin shoes.

Study this page and you will agree with me that the serious soul would not look well expressed by the gray and blue and silver gown in the centre, nor the light soul by the creation of black net and blue and black brocade. The soul that loves beauty finds its expression in the noble lines and serene colors of the third of the group.

Are you really acquainted with your soul? Is it gay or grave, high or in minor key, beautiful or ugly? Yes, there are ugly souls, made so by small, cramped, warped and twisting thoughts. When I meet such a soul I think always of the deformed body and mean soul of Richard III., as Shakespeare has shown him to us in the play.

If your is a buoyant soul you will not express it in sombre velvets or black satins. You should wear the lightest colors and lightest fabrics that circumstances will permit. If you are one of the grave folk who see life through dark lenses wear the colors and materials that express solidity and the substantial values. If yours is a beauty-loving soul you will seek, without guidance the chaste beauty of line of the early Greeks, such lines as you see in this very modern robe that is still the expression of a soul that seeks beauty through all the ages.

Get acquainted with your soul. Express it in your gowns.

The Buoyant Soul Expresses Itself Sartorially in Airy Fabrics and Bright Colors. This Picture Is an Object Lesson in Suitable Dress for Such a Nature.



The Serious Soul Is Expressed by Predominant Sombre Colors and Lines of Great Dignity. This Gown Is a Good Example of Soul Expression.

Leather Prime Essential In Every New Sports Suit

By Martha Goodie Anderson
(New York Sun)

To be quite correct in our sport attire this winter there must be a bit of leather somewhere about coat, skirt or hat. In fact, as far as sport attire is concerned, leather is the thing.

As to the regulation sport suit best adapted for golf, trampolining and general country club service, only the addition of leather proves the design of the latest. Many of the sport skirts have leather hems set on in a fold turned back on the skirt, which is of just the right length to look well and be serviceable also. Every woman will at once appreciate the advantage and the comfort of these leather hems, offering protection to the bottom of the skirt as they do and always looking well.

When the skirt has been trimmed in this way the coat is supplied with a collar, cuffs and belt of corresponding leather, and the deep pockets on the side of the skirt are likewise made of the same material.

The newest motor coats also are made of leather, and very smart and good looking they are. One of the handiest is a copy of an imported model and is made of very soft black leather, as pliable as a woollen fabric and quite as soft and much more durable. The leather hangs gracefully in a long flaring effect from the shoulders and has a narrow leather belt to hold the fullness in. It is lined with an embossed woollen material with a

silken surface, the color of which is a soft dove gray. This coat is immensely stylish.

Lined Leather Coats

Other leather coats, much shorter than the model I have described, are of dull finish suede. They are lined with a material which makes them not only reversible but waterproof. Of course nothing can exceed the comfort a leather coat gives. It is impervious not only to rain but also to wind and thus gives unexcelled service.

The cape has not lost its favor in the least and appears in many new models good to look at and comfortable to wear. One of these is a black and white Scotch tweed with a showing of other colors through the black and white checks. It is fitted with a vestee, and a shawl collar of raccoon harmonizes well with the colors in the cloth.

Still another cheviot cape has a removable vest, fitted with sleeves, so that the cape can be buttoned on or left off as desired. It is of purplish leather mixture and is furnished with a deep rolling collar of black seal.

After the capes the long, delightful warm coats of real camel's hair are the newest and most desired. They are warm and very soft, dyed in exquisite shades of sand and gray and fitted with wide fur collars set on in straight round effect. Those of gray have gray squirrel collars, and nutria and beaver are employed for the curly sand colored models.

New Sport Dresses

As to the sport suit, it is playing an entirely secondary part to the sport dress. This lovely thing appeared only now and then last year, copied from imported designs. This

season the golf dress has almost entirely superseded the suit. Wool jersey, warm enough to be worn on the links without a jacket. English tweed and heavy knitted materials such as one finds in sweaters are used for this new kind of dress.

The sport dress is made all in one piece, has scant fullness, is short and trim, easy to wear and always looks well. Therefore it possesses every advantage one would ask. The colors are very pleasing—gray, dark blue, sand, taupe and brown.

When the English cheviot has been used to make one of these dresses it is of the finest quality, very soft and warm, and is fashioned like a long coat, buttoning from throat to hem. Long stole scarfs add a touch of contrasting color and a degree of style to the dress otherwise entirely untrimmied and therefore almost too plain. These dresses answered the need for skating frocks when that outdoor pastime became so popular. Indeed those of the very heavy knitted materials have the appearance of extremely long coat sweaters with only a little more fullness in the skirt. They cling so tightly to the figure that only those of toothpick lines can wear them well.

At most of the foreign winter regalia are mounted with one's initials, of the very finest quality of rhinestones. These initials are put together in long, narrow triangles of straight, round medallions, or follow the fancy one prefers.

Many women who have chosen a monogram for linen, letter paper, china and silver have it reproduced for the new bag. While rhinestones are most favored light silver or gold

are also used, and occasionally one finds enamel added in some good color.

New vanity boxes, shaped exactly like opera glass cases, except that they are a little larger, are made of black suede and fitted with a mirror in the top and a small flat change purse. Few bags are fitted out with all the apparatus one used to find, but when they are woman's latest weapon, the knitting needle, appears alongside lipstick, purse and the other trinkets.

Bag And Apron Too

A new bag which is at the same time an apron is designed for this same knitting. It is made of black silk, lined with red. A long handle slips over the arm, the top flap of the bag which slips down inside can be pulled out, and as it is fitted with very long ribbon ends it can be tied around the waist, thereby making the pocket of the bag serve as a holder for the yarn and the knitting. This particular bag is extremely smart, as bright red beads dot it along the outside and form little clusters in each sort the knitted sport suits have supplanted all others. They are made by hand and have frimmings of lovely Angora or brush wool. One finds this trimming also on some of the domestic sport frocks. For instance, a dark blue jersey cloth with a deep sailor collar has two wide tan Angora strips two inches apart to set it off. The tan Angora trims the top of the clusters in each sort the knitted at each side of the skirt.

Some very pleasing sleeveless sweaters, which will serve as vests underneath one's winter coats, since every new thing demands a vest, are made of heavy Angora cloth in light colors, such as reseda pink and light blue. With these vests are round tam like caps. The vests have a long panel in front, flaring out from underneath a black belt. Very smart, indeed, are the bags which go with these and which are made of the heavy rough cloth.

The accepted sport hat is a thing of beauty. It is no longer just any old thing. Many women choose crush hats of some soft material, but these crushable things are apt to look dowdy. Not so with the new and rather stiff brimmed hats. One of these is a peacock blue felt edged with a very narrow strip of patent leather has a handsome design simulating a feather laid on flat, done in black chenille along the upper brim. The only other trimming is a very narrow black ribbon band tied in a small flat bow at one side.

Since the demand for materials with a shaggy surface is great, the beavers have not been neglected, though they are made up in the rather shorter pile than the beavers so ubiquitous on our streets. These new shaggy hats have very wide brims, usually edged with a good contrasting color, as for instance one of brown beaver felt which has a little purple corded edge. A purple grosgrain ribbon runs around the crown and is stitched in place with long loose threads of brown wool in a block design.

"V" Modes
20, Nanking Road
3rd Floor



GOWNS

for
Afternoon and
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BAGS, BOUDOIR
CAPS, WRAPS, BED-
JACKETS, BLOUSES,
GARTERS, CAMISOLES,
LINGERIE, FURS,
PERFUMES, AND
TOILET POWDERS.

"V" Modes
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Your Furniture

Is it smoky, finger stained and dust-catching? Has your gramophone, piano and mahogany furniture a bluish, cloudy appearance? It can be easily restored to its original charm and beauty with

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It cleans and polishes in one operation—protects and preserves the varnish—covers up mars and small surface scratches—prevents checking.

Johnson's Prepared Wax is a DUST PROOF POLISH. It contains absolutely no oil and imparts a hard glass-like surface which does not collect or hold the dust. It never becomes soft or sticky in the hottest weather. Apart from polishing furniture, it keeps like new:

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Pianos Linoleum
Woodwork Leather Goods

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S. C. JOHNSON & SON, Manufacturers, Racine, Wisconsin, U. S. A.

ARTS & CRAFTS, LTD. Shanghai

Beautifying Barbara

By MIMOSA

How a Plain Girl was Made Pretty

Barbara had always been considered the only duckling of the family, and certainly no one would have voted her attractive the day she called on me, and told me how tired she was of being classed amongst the dull and uninteresting women of her set.

To tell the truth Barbara had fallen in love, and was anxious, as she had never been before, to appear at her best. She wasn't a sapper; she was twenty-eight, but there were possibilities in her, and I promised her that if she would follow my advice carefully, she wouldn't recognize her own reflection in the mirror in a month's time.

Her Complexion

With a good complexion the plainest features look attractive, but Barbara's unfortunately left much to be desired. It was muddy, and there were blackheads around the nose and mouth, caused, I think, through using impure toilet soaps. For the dull muddy look I made her rub a little pure mercuric iodine gently into the face and neck every night, leaving on the skin till the next morning. This very gently and imperceptibly peeled off all the dead, dull outer cuticle, leaving the fresh young complexion underneath, and giving her a skin as clear and fresh as a baby's. The blackheads were soon removed. A styptic tablet was dissolved in hot water, and the face bathed and gently dried. After two applications all signs of the blackheads had disappeared.

Beautifying Her Hair

Barbara had a fairly good head of hair, but it had been very much neglected. I don't know what she had shampooed it with, but it certainly wasn't the right sort, for her hair was dull and lifeless without the bright lights. It should have possessed, there was no wave in it, and it appeared to be falling out rather more than was natural.

So I made her get some stalfax at the chemist, and give it a good shampoo. A stalfax shampoo leaves the hair soft, silky and glossy, and no rinsing is necessary. After one shampoo a most marked improvement could be noticed, and by the time Barbara had used it three times, with an interval of a fortnight between each shampoo, you would not have recognized it as the same head of hair. Then to stop the fall I advised her to get two ounces of boraxum, and mix it with water and a little Bay Rum. This she dabbed into the roots every night, and it not only stopped the fall, but gave the hair great vitality.

A Little Color to the Cheeks

Barbara is one of those girls who are much improved by a little color to the cheeks, but unfortunately she has none naturally. So I suggested that she should get some collindum and apply a very little to the cheeks with a small piece of cotton wool. The most critical observer cannot detect that a color given by this method is not natural, for this wonderful powder is just the correct tint, and has an advantage which no other artificial color has. It deepens slightly in a warm atmosphere, and thus appears absolutely natural.

Chen Chan Tai & Co.

All kinds of new skins and furs have now arrived from their noted places of produce: sable, ermine, otter, beaver, mink, musquash, tiger, leopard, wolf, raccoon, cat (black all over), and naturally black, white, red, and yellow fox skins, etc., all of superior quality and good for gentlemen's and ladies' garments, collars, muffins, etc. Gray, black and white goatskin rugs in large sizes. Our furs are superior and moderate in price.

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appreciated—

FURS

La Vogue

46 -- Nanking Road -- 46



AUTOMOBILES

SHANGHAI, SUNDAY, DECEMBER 29, 1918

After The War Will It Be Airplanes Or Motor Cars?

Any One Can Fly, Expert Declares, So Air Sport
Should Flourish Before Long

By Frank F. Tenney
Principal New York West Side Y.M.C.A.
A School for Airplane Mechanics

Will the airplane supplant the auto after the war? Is there a future for the aircraft industry when we are back on a peace basis? Yes, and no. That is, it is not likely that the auto will be wholly superseded, but that it will have to yield to the airplane for all long distance trips is sure; and no one can foretell how great the growth of the auto industry will be, but there is every assurance that it will be as phenomenal as the auto manufacture. That the aerial tin lizzie is a surety is the belief of many automotive engineers; the only uncertainty is as to who will benefit the most.

It is absolutely certain that many of the wealthy sportsmen who have been accepted by the government as fliers and are in service will never be satisfied to go back to the twenty-five miles or thirty miles an hour of the auto after being accustomed to a pace of 90 to 120 miles an hour with the birds—faster than the birds, in fact, for they rarely reach ninety miles speed. The small combat planes have a landing speed of 100 miles per hour and often attain in flight a 150-mile rate. Do you think that men accustomed to that will be content with a slow moving auto? They would all the time be trying to hit it up and would come in contact with persons and police judges and things.

It was the rich sports who put the auto industry on its feet in the beginning. A car cost so much in price and upkeep that only a rich man could afford one and the high priced and high speed cars were the toys of the rich man, though now any one may own a Ford one. There are a lot of men in the automotive and today who can remember when it was commonly predicted that the automobile never would be anything more than the rich man's toy.

The airplane industry is in that same stage today—of course the war has brought some remarkable conditions, but they will not last forever—and when autos can be purchased comparably with autos and the trained fliers are back here there will be a demand for planes. Then it will be a case of perfecting and standardizing and developing the plane for commercial and pleasure flight; they will naturally grow cheaper in price and every drop widens the field for sales. We have acquired some experience in quantity production because of the war, and in standardizing, both in engines and planes. Some genius will come from this who will revolutionize the transportation and commercial forces of the country.

Any One Can Fly
But you say that only a few people can fly. Nonsense; almost any one can fly after a short training. Two years ago a man who could fly was looked upon as something superhuman, and possessed of extraordinary qualifications. The urgent demands of the army training board for pilots fostered the belief that a pilot must possess more than the average mental and physical requirements—that flying was only for the favored few. There were special age limitations. Men must be young: in the army twenty to thirty, preferably below twenty-five, and in the navy, eighteen to twenty-five, preferably below twenty.

Well, the theorists didn't know it all. Some older men were highly successful in the air, and health did not always count. One of the stable ones is that of Lieutenant Jeffrey Cabot, of the U. S. N. R. F., who took up flying when beyond the meridian. This man of past years has become one of the most successful fliers of the Naval Reserve and has had a remarkable career patrolling the New England coast, besides giving lessons to pilot cadets.

Then there is the late Lieutenant Bynum, who stands out as perhaps the greatest fighting flier up to the time of his death. This man was reportedly rejected because of a health—he was a consumptive and could not stand the nerve tests

—was a nervous wreck, almost. He was able to get a commission only because of inside friends, who won the day for him.

Also there is Lieutenant Berz, one of the first instructors in our school, who was turned down flat on account of his eyes when he applied for a commission in the U. S. Air Service. They told him he probably never would be able to make a successful landing. He had not told them that he for some time had been an exhibition flier and had done all sorts of stunts and had landed hundreds of times without trouble. They would not take him, however, and finally he went to Canada, made a splendid record with the R. A. F. and is now flying overseas.

Flying requires no superhuman powers or abilities. Anybody can fly, except the poor fellows who get sick riding in a trolley or steam car. The few cannot stand any kind of motion and of course could not fly. Yes, anybody can fly—if he has the price, and some day the planes will be comparably as cheap as the tin lizzies of the auto world, though the air is no place for the weakling. No Terrible Sensations

What about the terrifying sensations of flying? There isn't no such bird. It is just like sitting down in a comfortable rocking chair and then lifting it off the ground, and one is just as comfortable as if on the earth. He may look around or down to the ground quite as enjoyably as if in an auto. One of our men on his first flight actually was not sure that he had looped the loop aloft until a friend below assured him that it really had been done. Every one is thrilled on the first flight, but it is the exultation of a new experience—a new accomplishment—and not fright.

But airplanes of the future are not to be confined to the individual or family types, for there will be excursion passenger planes and probably regular service between cities. With the development of large machines under the stimulus of war conditions we are building Caprons and Handley-Page ma-

chines able to carry loads of bombs, and the other day one carried a piano from London to Paris. It is only necessary to replace the bomb space with seats for passengers. It ought to be possible after the war for a business man to take a plane for Washington, lunch there, dine in Pittsburgh after meeting the steel board and get back to New York in time for the theater, and excite no more attention than a trip by the Twentieth Century liner to Chicago.

There is no big business man today but often wishes he could be in two or three places at once. With the airplane it is at least possible to make them the same day.

As to safety. In training camps in this country today there probably are not less than 5,000 hours of flight each day, but you rarely hear of a death. Planes are not uncertain today and the pilots are learning how to avoid the dangers of the air. With the uncertainties of flight removed and the cost cheapened, it is certain that there will be much business after the war for the factories and distributors. Auto manufacturers understand this and are preparing for it. The fact that auto factories today is at work on aero engines, or planes, or some part, will make it easy after the war to establish the aero as a part of the automotive industry on a thoroughly commercial basis.

Of Two General Types

Planes now are of two general types. The first is one with inherent stability and is used for training. It practically flies itself. The minute it gets out of the proper flying position it automatically adjusts itself. The other type, the fighting machine, is built to turn into any position with the least possible amount of energy. It has no inherent stability. It is necessary to loop and do all sorts of stunts in fighting, and the planes are built to permit it. Commercial planes naturally would be built for stability. Likewise the family plane would be built to have the comfort of the old-fashioned chaise.

The possibilities of the airplane in mail service are being tested now, and it is thought that the mail route of after the war will be aerial. Light package transportation also will be aerial, and this will relieve congested railroads. Newspapers will have aerial service and will then be able to get a picture from Chicago in time for the early

edition. Then, too, the places untouched by the railways can have the morning papers and be otherwise connected with civilization. The aero has been demonstrated as an aid to civil engineering in the war zone. Pictures may be used in plating inaccessible areas, forest lands could be patrolled much more quickly and thoroughly by the fire wardens.

But the possibilities are too numerous to recite. Whether the dreams of some artists and writers all come true, and there are landing stages on every skyscraper and plane garages like those for autos, is another thing. But surely we are to have an age of flying. As the auto succeeded the bicycle, the aero will succeed the auto. Probably, however, there will be enough who love the earth too much to leave it, even by airplane, to preserve the auto industry from complete eclipse.

Emergency Magneto Brush

An emergency magneto brush may be made by rolling a piece of fine mesh copper or brass wire cause into a cylinder corresponding in size to the magneto brush. Or a carbon brush may be cut in two to do double duty. If a suitable piece of carbon (perhaps from an old dry cell) is available it may be shaped up for emergency use.

Qualifications Of A Good Driver

Several years ago the only qualifications of a good driver were that he should be able to dodge telegraph poles and keep his car running part of the time. The rising standard of cars has raised the qualifications of drivers also. One of the most important attributes of a clever driver is the ability to drive the greatest distance at the least possible cost. This is efficiency and it is by means as simple as might be supposed. For an example, one man buys an automobile and gets excellent service and long life from it. Another man buys the same make of car and wears a path between his home and the repair shop. He has heavy repair bills, never gets good service out of the car, and at the end of a year or two it is ready for the junk heap. Very often the answer can be given in just one word: "Lubrication." Proper lubrication is one of the most necessary things in connection with an automobile. Yet it is one of the things which is most generally neglected by car owners.

Rub any two pieces of metal together for a moment and both will shine. Why? The metal has been worn. Lubrication is designed to prevent that wear. Proper lubrication means that a film of oil or grease will be constantly between the two metal surfaces, thus cutting down friction and eliminating wear. If there is no film of oil or grease, then there will be wear, and a new part will be needed in a short time. The average motorist seems to think that if he keeps oil in the crankcase reservoir, he has done all that is

necessary, except for an occasional hurried oiling at some garage. Then he cannot understand why some of the parts wear out so rapidly. There are parts of the motor car that should receive attention every day if the car is driven much. No car owner should neglect to devote at least an hour or two a day to going over his car. It is doubly important to keep a new car well lubricated. A new car should not be driven at an excessive speed. Most factories recommend a speed of not to exceed 25 miles an hour for the first 500 miles, and during this time not to go up too steep a hill or high. This same rule holds good for the old car. And along this same line it's important during this time to pay particular attention to the lubrication of the car.

Gasoline comes in several grades, and if by the use of suitable manifold and other priming devices the driver can arrange to drive on one of the lower-priced grades of fuel and still have a smooth running motor, the efficiency of the car will be increased. To use these low-grade fuels, it is sometimes necessary to use a later and more efficient type of carburetor than that originally supplied with the car. The purchase of accessories of this type is often paid for in a short time by the saving in the amount of fuel consumed. If the motor is not in good running order, or if the piston rings are not a good fit in the cylinders, some of the gases will escape past the rings and be wasted, thus losing fuel as well as power.

Valves that need grinding waste fuel in the same way. Carbon in the motor prevents the spark being advanced to the proper point and causes loss of power which must be compensated for by opening the throttle wider and thus using more gasoline. When the motor misfires, power and gasoline are wasted at every misfire.



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Tells Of The War's Effect On Automobile Trade

Motor Cars No Longer Mere Luxuries—Progress In
Simplifying And Standardising Manufacture

New York, November 17.—It is too early yet to write a correct history of the influence of the war upon the automobile. One thing, however, stands out in sharp prominence, and that is the new viewpoint which the public is taking as regards the use of motor vehicles.

The war has transferred the automobile from its former condition of a mere pleasure-giving, luxurious machine to that of an essential, contributing in numerous ways to the needs of humanity. The motor vehicle, it is true, had steadily been enlarging its field of essential possibilities before the war, but up to the outbreak of the war its old reputation of a pleasure car stuck to it, and it was not until after America had entered the world struggle that many prominent agencies in this and other cities removed their signs on which the words "pleasure cars" were displayed in large letters and substituted the more correct and comprehensive term of "passenger car."

The motor truck, whose possibilities for quick transport of men and material has been so convincingly shown both in this country and in the fighting areas of Europe, was exemplifying in a somewhat half-hearted way before the war the future usefulness of the motor-driven vehicle for commercial purposes, but the public, generally speaking, and a large proportion of the dealers continued to look upon the small runabout and the seven-seated passenger car as a pleasure vehicle whose field of activity was that of delightful summer touring, week-end trips to the country, with dinners at some mushroom farm miles away from the railroad, or "joy riding" at unseemly hours of the night.

This view of the automobile was doubtless more prevalent in the East than in the West, where, in many of the larger towns, the sight of the farmer bringing his produce to market in his small motor car has been common for years. The average farmer does not spend several hundred dollars unless he feels he is getting something worth while. The great majority of American farm owners have bought cars with the sole view of getting commercial benefit from them. American

by the development of the medium-priced car and the ability to manufacture thousands on standardised lines, put the motor car within the purchasing of those of moderate means, and, while giving new opportunities for enjoyment, opened the way toward demonstrating the essential value of the motor car.

The war has widened this view. Owing to the railroad congestion of the last year, the curtailment of railroad passenger car service, and the greater inconvenience in railroad travel, hundreds of motorists in this and other parts of the country have used their automobiles in going to and coming from their places of business, especially those residing in the suburbs of the larger cities. There has also been a much larger use than ever before of the automobile in transporting families to vacation resorts. In some parts of the West this phase of individual transportation has called into being the small trailer on two wheels and roomy enough to hold all the trunks and lesser baggage of vacation travelers.

The road expert of the Automobile Club of America said the other day that an unusual number of requests had been received recently from members preparing to go south with their families, asking for the best routes for their cars. Some wanted to drive as far as Florida. Before the war very few cars were driven south, but were shipped by rail or water. The space for shipment of automobiles has been so drastically cut—last season, in fact, several of the railroad lines refused to ship automobiles at any price—that scores of owners desiring to use their cars in the South during the winter have been obliged to drive them down themselves or send them down by the chauffeur. Between now and Christmas, it was said at the Automobile Club of America, more cars of owners in and around New York will be driven to Southern resorts than in any other year—and last season the number of such cars was larger than ever before.

There also has been much less pleasure touring this year than formerly—that is, long-distance pleasure touring for periods of two weeks or a month. This is due to the fact that so many of the young men who own cars

have gone to war and also because many of the older men and also women are engaged in war work, very often at a distance from their homes. These war conditions have caused a large number of cars to be idle.

The curtailment of automobile production was a natural effect of the war. In this respect the motor industry has been affected no more severely than any other industries whose production has been restricted as closely as possible in the interests of essential aims to win the war. Before discussing this phase of the situation it may be interesting to note briefly the continued public demand on a large scale for automobiles during the first part of this year. During the first three months many motor concerns sold more automobiles than ever before in the same space of time. On July 1 the total registrations of cars in the United States showed nearly 5,500,000, of which over 5,000,000 were passenger cars. This represents an increase of nearly 12 percent over the entire 1917 registrations, which were a trifle under 5,000,000. While some of this increased trade was due to the fact that many persons had made money from war industries and were enabled to indulge in new luxuries or comforts, statistics show that the majority of the new sales were influenced by the essential benefit which the possession of a motor vehicle would give.

In commenting upon this feature a recent issue of Motor Age, in drawing some practical lessons from the new registrations, said:

"The utilitarian aspect of the passenger car is shown by the evidence given by the fifteen States that lead in registration gains, which are agricultural States. Ohio, California, and Kansas head the list and are all agricultural States. A group of farming States follow: Illinois, Missouri, Michigan, Nebraska, North Dakota, Oregon, South Dakota, Washington, and Arkansas, as well as Kentucky and Tennessee. The demand has been from the fertile acres of the Mississippi Valley rather than from the centers of population or the center of manufacture. The percentage of gains in registration in these six months is largest with what can be designated as the Solid South. They approximate 30 percent for the area. Alabama shows a gain of 11,806, as compared with 6,749 a year ago in the same period. Florida has gained 4,530, compared with 1,770 a year ago. Georgia has gained 17,625, into 100 percent utilitarian service, and not into any so-called avenues of luxury."

In summing up these registration gains Motor Age says the figures emphasize two indisputable facts, viz.: "1.—The shortage of farm labor is

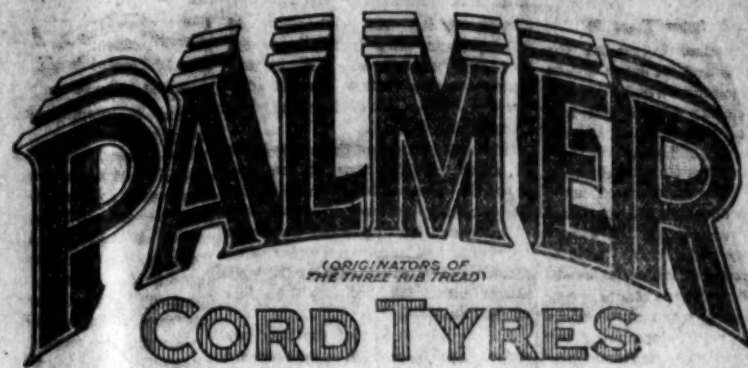
compelling the continuance of the purchase of motor cars to such an extent that the farmer, consuming time with the slow horse, is being looked upon as a soldier of industry who is working below his possible and desirable capacity in these war days.

"2.—The law of supply and demand is working out admirably in manufacturing and population centers where car sales have uniformly fallen off. This is convincing proof of the extent to which this part of our population has been supporting all forms of war subscriptions and indicates the natural falling off that must be expected due to the removal of the young men who have gone to France. It is an answer to the luxury argument. It is a reminder to those who visualize the national aspect of the car from the streets and highways of our Atlantic seaboard, that the true picture of the passenger car in its varied aspects of utility is found in the grain areas between the Alleghenies and the Rockies and on the Pacific slope beyond."

New York leads all the States of the Union in use of automobiles, the registration of cars and motor trucks on July 1 being 422,000. Ohio was the second State, with 415,000 cars in use there. The New York figures have been considerably increased since that time, the largest proportional increase being in motor trucks and delivery wagons.

The severest effect of the war upon the industry has been the curtailment of its production. Shortly before America entered the fight, when it was realized that it would be difficult to receive maximum deliveries of steel, the National Automobile Chamber of Commerce, which has a membership of nearly 120 leading manufacturers, voluntarily curtailed its production 30 percent. Late came a reduction of 50 percent, but, under the more drastic regulations imposed by the War Industries Board about two months ago, the curtailment in all of the large factories was reduced to much lower levels. Over eighty of the manufacturing plants represented in the National Chamber have been engaged in war work, several of them being on a strictly 100 percent war basis. Several of the well-known makes of cars are no longer being manufactured. This curtailment has naturally been more serious from a financial standpoint to the thousands of agencies and dealers throughout the country who depend upon the automobile business than to the factories, because, although necessarily undergoing many changes for the making of various munitions, the

(Continued on Page 6)



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Tells Of The War's Effect On Automobile Trade

(Continued from Page 5)

factory organisation, except for the loss of a great deal of labor due to army needs, remains virtually intact.

With the closing of the war last week the War Industries Board removed, on the day following the signing of the armistice, 50 percent of the restrictions hitherto imposed upon automobile production for purposes not absolutely essential to the war. It will necessarily take some time to readjust factory and industrial conditions, especially with the plants chiefly engaged in making war munitions, but as the latter work stops labor will easily be transferred to its former production of motor vehicles and accessories.

The industry will not get back to pre-war conditions until maximum deliveries of steel can be obtained, and that may not be possible for some time to come. The industry, however, knows what its future is, and is working back gradually to full production for truck and passenger car needs. Normal business conditions will eventually be restored without experiencing too severe economic trials, in getting back to the basis of "business as usual."

The natural loss of business due to the curtailment and the inability to get cars to sell has resulted in the abandonment of many agencies and the consolidation of many others. Despite these financial difficulties, the industry as a whole has shown wonderful stability throughout the war. To offset curtailment of output new opportunities have been opened up for those in the auto business in the making and selling of motor trucks and airplane material, of which the Liberty airplane engine, made by the thousands by several of the leading automobile factories, is the most noteworthy.

"Despite this curtailment of product and other hardships due to the war, the motor industry on the whole has gained many things from the war, and it will be prepared to take advantage of many new opportunities, of real public benefit, after the struggle," said Alfred Reeves, General Manager of the National Automobile Chamber of Commerce, in discussing the situation. "The relief which the industry has given to the railroads of the country through the use of passenger cars and motor trucks for transportation purposes has been inestimable. In future motor truck transportation is destined to play a very important part in the commercial growth of the nation. The war program in Washington, to cite one instance of the efficiency of the passenger car, could not have been carried out so promptly without the use of 31,000 automobiles in that city."

"The war has also proved that many things used in motor cars can be eliminated with benefit. These changes are all directed toward the greater utility of the machine. Aluminum, for instance, has been discarded for pressed steel, and, as it will probably be some time before aluminum can be obtained as readily as in past years, it is not likely that it will ever again be used so freely on automobiles."

"In the manufacture and success of the Liberty motor, in the increasing use of tractors for farm service, the invention of the fighting tanks and in many other ways, a new vista has been opened for the gasoline engine."

"It must not be forgotten that the automobile industry is the third largest industry in the country, employing over 800,000 workers, with 20,000 dealers and 25,000 garages, and closely affiliated with it are over 1,000 makers of tires, parts, and other accessories. This means the practical training of thousands of men in engineering and mechanics in addition to training in driving cars. From the thousands of employees and private owners who knew how to handle the 5,000,000 motor cars in the United States before the war have come the men who have proved their value to their country as members of the Army Motor Corps, as drivers of trucks and ambulances abroad. And from the ranks of racing drivers and mechanics have come several of the bravest and most daring aviators in the fighting zone."

"The thousands of trucks which have been ordered for the American and Allied armies have emphasized as never before the value of the motor vehicle for heavy transportation uses. The military authorities, by their use of army transport wagons on the roads to the shipment centers on our seaboard, have given the greatest practical object lesson ever afforded of the utility of the motor truck for commercial transportation."

"The war has been the making of the motor truck. Until production was necessarily curtailed, the demand was so great that, under normal conditions, the output would have far exceeded that of all former years. Commercial motor truck transportation has now had time to show its utility and it is here to stay. Many of the motor truck express lines which have been established for short and moderately long hauls, to carry the mer-

chandise which the railroads could not carry, are on a paying basis and they will remain as part of our national transportation system after the war. The short-haul railroad is a thing of the past.

"The development of the motor truck as a result of the war will be, perhaps, the greatest boon to which the industry can look back after the conflict is over. The future of the motor truck may not be as spectacular or as picturesque as the growth of the passenger automobile, but it will be just as remarkable."

The food program of the war has caused the successful establishment of many rural express lines in all parts of the country which have made it possible for the farmer to get his produce to market in a short time. These lines employ hundreds of motor trucks. The establishment of many of these privately owned lines was stimulated by the organization by the Government for parcel post delivery of several new rural motor truck postal routes. The success of these led to the increase to seventy pounds of the maximum shipping load permitted to be sent by parcel post. This was done to help the farmers in Pennsylvania, Maryland, Virginia, and other localities in sending crates of eggs and reasonable quantities of vegetables to customers in the cities. Such routes have not only widened the food distributing area, but have encouraged production by giving the farmers opportunities of selling their produce at a satisfactory price.

Motor transportation, to reach the highest efficiency, must have good roads. There are many evidences that a great road-building movement will be seen throughout the country after the war. The increasing use of heavy trucks for army and commercial purposes has proved that, with few exceptions, the American improved roads have been built primarily for maximum use during the fair weather portions of the year and for the requirements of the average passenger automobile. Our highway engineers, before the war, had scarcely recognized the existence of the three to five ton motor truck, and had made practically no provision for the wear and tear incident to continuous motor traffic. As a result of war necessities, which have caused much driving of trucks all the year round on the main routes between New York and Buffalo, many sections of the Lincoln Highway from this city to Philadelphia and Washington have been so badly cut up by constant use as to be in some cases dangerous for passenger car travel. Special appropriations have been made by many States to keep the main roads in fair repair and to remove winter snow, but the difficulty of getting road material, due to the need of freight cars for more urgent war necessities, has prevented proper road repair in all parts of the country. To meet the road needs of the nation and to add efficiency in motor transportation the Highways Transport Committee, organized soon after America entered the war, has been co-operating with the various States with considerable success, and its influence for better roads, although limited now on account of lack of material, is certain to bear fruit after the war.

One of the most striking evidences of the growing interest in the Government in immediate road work was indicated in the recent introduction into

Congress by Senator Chamberlain of a bill authorizing the expenditure of \$100,000,000 for taking over, improving, and maintaining a system of national and State highways. The roads of the United States represent a total distance of 2,200,000 miles, and only 10 percent is improved. Of this improved mileage only a small proportion is adapted for moderately heavy travel.

The automobile service in the army abroad could never have been so efficient had it not been for the well-built French system of highways, and thousands of American ambulance and truck drivers in the war territory, returning home with a broader knowledge of good road possibilities, will be advocates of improved conditions here.

Colorado has recently furnished an interesting illustration of the increasing public interest in roads and motor traffic in the proclamation by Governor Gunder of a holiday on November 15, to be known as Motor Transport Day. Its main objects are educational, including "good road talks" in all of the leading farming communities.

The motor-car industry will be immediately benefited after the war by the elimination of waste and the conservation of labor and capital. The lessons of the war have shown the motor industry that it was wasteful in many respects, and that too many useless things were being manufactured.

The case of tires is perhaps the most prominent. Owing to the need of reducing rubber importations to save shipping space for war purposes, the enormous variety of pneumatic tires has been abandoned. Only six standardized sizes and types, adopted by the manufacturers, will be obtainable after November 1, 1920. Such simplification and standardization during normal peace times would have required weeks of discussion, but under war pressure they went into effect without a murmur. This means that thousands of dollars will be released for more essential purposes, because hitherto it had been necessary for the leading houses to keep from 200 to 400 types and styles of tires in stock in order to do satisfactory business.

The manufacture of nearly obsolete types of tires was definitely discontinued on November 1 last. Next November many other types will be withdrawn and on November 1, 1920, the final curtailment will go into effect, leaving the six standardized types in the sizes of 20 by 3½, 22 by 3½, 31 by 4.33 by 4.33 by 4½, and 35 by 5. It was natural that attention should be directed toward a saving of rubber and other material in the making of hard rubber tires for heavy truck use, and it has been determined to reduce the solid rubber tire sizes, from over 100 types, to fourteen sizes and types. An immediate reduction to thirty-six sizes went into effect on the first of this month, and the other reductions will be made gradually, extending over a period of two years.

Standardization has also been adopted in many other accessories of automobile manufacture, and the entire industry after the war will be conducted with a view to greater conservation, less wastefulness, the saving of capital and labor for essential purposes, and numerous improvements in the stability of cars, especially heavy trucks for efficient transportation. The motor industry is preparing for a season of great activity as soon as normal conditions return, but it is clearly recognized that the Government will probably not release large quantities of steel for making motor vehicles a year or more after the coming of peace.

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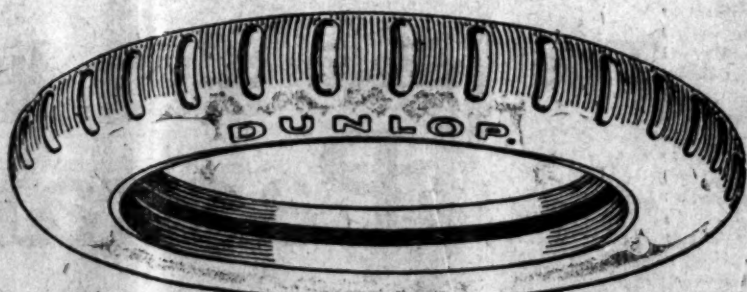


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Be Kind To Your Clutch And Avoid Tribulation

This Vital Unit Of Motor Car Mechanism Should
Be Handled Gently

Outside the steering mechanism and possibly the brakes there is no other individual unit in the motor car quite so vital to the efficient operation, by which I mean the actual driving, of the motor car as the clutch, an expert writes. The clutch that is properly taken care of and adjusted performs its functions in such a way that its very existence is almost forgotten. But let the part get out of gear, the facing fail, the bearings wear and the results are instantaneous and unpleasant. An ailing clutch is one of the most prodigious wasters of power and reducers of efficiency that can be imagined. In fact, a badly disorganised clutch can reduce the whole mechanism of the car to impotency.

The clutch occupies a peculiarly strategic position in the mechanism. It is the connecting link between the engine and the transmission, acting as a flexible connection whereby the power may be applied to or removed from the rear wheels. The operating function of the clutch is controlled by a pedal, and the part must be employed each time a change of gear is necessary. Obviously the clutch is a fairly busy bit of mechanism.

Modern clutches fall readily into three distinct types, known respectively as cone, disc and plate clutches. Cone and disc clutches are divided into two sub-types, according to whether they run in oil or dry.

Not very long ago cone clutches were almost universal on American cars, but within the past few years there has been a notable change in this respect and at the present time disc clutches are in the majority, with cone in second place. As the name implies, the cone clutch embodies a cone as the driven member. This cone fits into the flywheel, which has been hollowed out to receive it, the engagement being assured by a spring fitted for this purpose. The surface of the clutch is faced with leather or with a fabric composed principally of asbestos to reduce the danger of burning or charring. Pressure on the control pedal releases the clutch from engagement with the flywheel and the power is at once removed from the driving mechanism. When the foot is removed from the pedal the cone is pressed home, the surface grips the inside of the cavity in the flywheel and the power is transmitted to the rear wheels. Simple enough and efficient in action as long as the part is properly maintained.

In the so-called multiple disc clutch the part is fitted with a number of small discs, sometimes more than fifty being used. The inside of the flywheel is fitted with a drum on the inner surface of which are arranged keys designed to maintain the discs in a fixed position with regard to each other. The discs attached to the flywheel act as driving discs, and the driven discs which fit in between are attached to the clutch shaft itself. As the clutch is released the discs separate and the power is removed from the driving mechanism. When the clutch is pressed into engagement the discs come together and the power is sent back through the transmission to the rear wheels.

Finally there is the plate clutch, which is really only a variation of the disc type. Instead of using a number of small discs this type employs three large plates, of which two are the driven plates and one is the driving plate, fixed on the flywheel. The plates may be of metal or they may have a fabric facing. Within the last year or two the plate clutch has made considerable strides into popularity and there seems to be a bright future for this type.

And now to examine in detail the ailments to which the different types of clutches are heir and suggest the remedies to be used for each. The cone clutch consists primarily of the cone, the shaft and suitable bearings. In addition there is a spring, whose function is to press the cone into engagement with the flywheel. In some cases instead of one main spring, three or even more smaller springs are used and in this case they are mounted at right angles to the cone. In course of time the tension of the clutch spring is quite likely to suffer impairment, so that it has not strength enough to press the cone firmly home. In this case the result is slipping and the cure is adjustment of the spring. On almost all modern clutches an adjustment is provided for regulating the tension of the spring; usually the adjustment takes the form of a collar behind the spring, and it is a simple matter to change the tension by this means. When no means of adjustment is provided it is necessary to fit a shim or even to renew the spring, but in any event the spring must be kept fit to perform its function or much power will be wasted through slipping. The clutch shaft usually rests

upon two bearings, generally of the ball type, one located in the center of the flywheel and the other placed to take up thrust that results when the clutch is released. Wear in these bearings is a serious matter. Since in their proper action reads the functioning of the clutch, any suggestion of wear should be at once he taken up. In many cone clutches there is a tendency to "grab," that is, to engage jerkily, instead of smoothly as is intended. Many makers fit a series of springs either in the flywheel or under the leather facing of the cone, so that engagement takes place more gradually. In cases where grabbing is habitual removing the leather or fabric facing, soaking it over night in neat's foot oil and then running it through a clothes wringer will often serve to soften the leather and make gradual engagement possible.

On the other hand, when the facing of the cone clutch becomes too heavily oil soaked, it tends to slip and the result is a heavy loss of power. The cure in this case is simply to sprinkle a light layer of fuller's earth over the surface, and this serves to soak up the excess oil. Incidentally, when treating the facing of the clutch the flywheel surface should also be cleaned off.

Lubrication of the clutch is one of the most important things to be remembered. The bearings at the throw-out collar and the thrust bearing on the shaft must be given plenty of proper lubricant. Generally oil or grease cups are provided for this purpose, and these must be filled or turned down at regular intervals; one neglect may cause serious trouble.

All the suggestions made for caring for cone clutches apply equally to disc and plate clutches, except, of course, those for caring for the leather facing. The springs must be kept up to the mark, the bearings must be regularly lubricated. In the case of disc clutches running in oil there will sometimes be trouble in finding just the right lubricant. Too heavy an oil will cause spinning. If the oil disc clutch is permitted to run dry the plates may burn up. If the oil used is too thin, it tends to produce grabbing. The owner will have to experiment with a mixture of oil and kerosene until he gets the right proportions, and even then he will find that in winter he will have to make the mixture thinner than in summer. Some of the oil disc clutches have cork inserts in the discs. When these wear down so that renewal is necessary, this is a job for the service station, as the cork pieces must be pressed into place by means of a special machine.

In most disc clutches an adjustment is provided for compensating for wear of the discs. But adjusting the spring, more pressure is added, making up for wear in the plates. In the plate clutch a simple set screw adjustment usually is used for this purpose. In the dry disc type slipping may usually be cured by flushing the part out with kerosene to remove the deposits of oily matter and gum that are causing the trouble. However, a great deal of all clutch trouble as relates to slipping, the commonest ill of all, is the fault of the driver, who keeps his foot pressing just slightly on the clutch pedal, but enough to cause slipping. This tends to wear the facing or the discs, as the case may be, so that the effects are cumulative. Therefore, we may paraphrase the familiar saying to make it "watch your foot."

Queries And Replies

I have an old Bosch magneto on my car and I want to ask what kind of oil I ought to use in it and about how much?

A light machine oil, such as 3 in 1, and only a few drops. Don't be too liberal, as this part needs only a little lubrication, and more may injure it.

Please tell me how tight to adjust a fan belt. Ought it to bind so that it is hard to move?—D.F.

Certainly not. It should be just tight enough to prevent undue slip in operation.

I am having a peculiar starting trouble. I press the starter pedal and the starter gear seems to wag, to turn the flywheel but it doesn't. The car is a Chevrolet 490. The starter gear seems all right and free on the screw shaft. It gets into mesh sometimes, as I have noticed when the garage man cranked, but it won't crank the engine. Everything else is fine.—P.R.

I should say without hesitation it is a weak battery. The lights might burn all right, but still there may not be enough current for starting.

Can I use a 6-100 battery in place of a 6-60? Will it cause the lamps to burn out, or what is the objection?—F. F.

The battery change is all right. The first figure is the voltage, which is the same in both cases. The second figure gives the capacity in ampere hours. One simply has a greater current capacity than the other.

We have a Hudson that has a special Hudson carburetor on and it drips gasoline when the engine is stopped. It isn't the float and I don't know where else to look for the trouble.—J. B.

Aside from the nut under the float bowl there is one under the body. Remove the latter and you will be able to get at a gland, which evidently is leaking or allowing gasoline to work around it. Look in your Hudson instruction book and you will see this gland shown in the sectional view of the carburetor.

I have a four cylinder Buick which uses a lot of gas and cannot pull up a hill without stalling, and then I have to shift into second or low. The spark is good, but it will miss for a while, and then it will be all right again.—K. B.

A clear case of too rich a mixture. Cut down the amount of gasoline fed so as to thin the mixture and I am sure your troubles will vanish.

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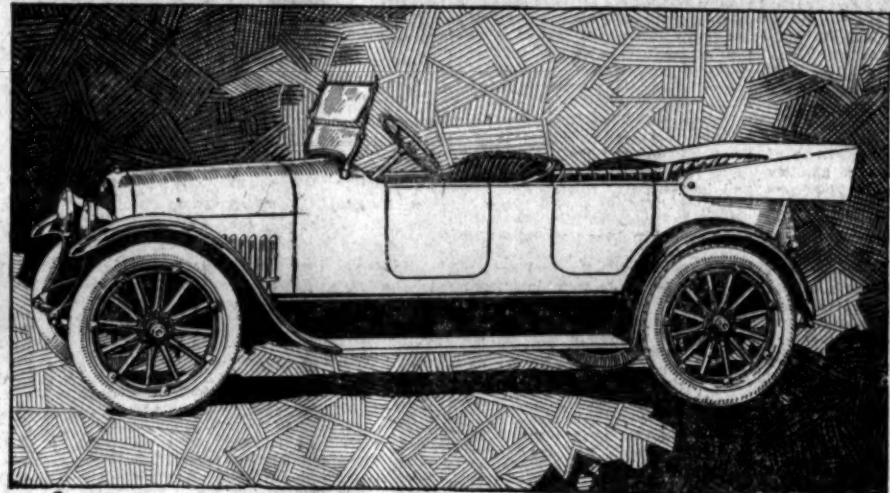
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STRANDED IN A TANK BY DRIVER'S DEATH

Sergeant Tells How A Bullet, Entering Through Peep Hole, Killed His 'Buddy'

SHOTS RATTLED OFF SIDES

Machine Gunner First Kept Count Of Germans Slain, But Soon Forgot The Number

With the American Forces in France, October 29, (Associated Press).—American fighters in the French two man tanks ran into hot work in front of Romagne in the American Army's advance along the west bank of the Meuse early in October, and Sergeant James Averett of Birmingham, Ala., with his "buddy" did their share in giving the fight its edge. Averett's "buddy" was killed in the thick of the fight by a bullet that entered a peep hole in the side of the tank and struck him fair in the face.

"It was in the American 'push' in the Argonne sector, Averett's tank went along with a lot of 'brother' tanks in line with the American infantrymen crowding them in. The war, Averett was the machine gunner of his tank, while his 'buddy' ran the engine and steered the tank. I was so near a number of Germans encountered in a shallow trench that I could see the terror on their faces when my gun began to spit bullets almost in their very faces," Sergeant Averett said. "These were the first boches I ran into on this drive and I certainly let them have it as fast as my old machine could fire, and that was some fast, and I just kept going ahead and riddling away until every last one of them was stretched out on the ground."

"Passing beyond this hastily dug trench, in the meantime watching my 'brothers' on my right and left and at the same time keeping tabs on the doughboys coming up, I got word of a little batch of Germans behind a hump in the hill along the roadway, or what had been a roadway before our heavy artillery opened up that morning. These were machine-gunners, I soon learned, and bullets began to splash off the tank's sides, particularly those which struck a glancing blow."

"I ordered my tank 'buddy' at the wheel to keep after those gunners if it cost us all four wheels. He did, and we went up after them sort of sideways and I got around in the side of that hump, and my 'brother' on the other side was doing the same, and we wiped that bunch

out in a jiffy—I believe it was by enfilading fire, as the officers call it." Sergeant Averett explained that the tank men, all of whom were Americans using two-man tanks invented by the French, always watched one another closely, and endeavored to the idea being to keep a hundred yards or so apart for their mutual protection, and it being important also that they not get too far ahead of the infantry.

"Just beyond the hump was a clump of woods, and we began to pour bullets into that," Sergeant Averett continued, "and for a time there was some smoke arising above the tree tops, and about four of us moved up in full force and showered that woods with lead."

"The machine-gun answers were pretty stiff for a while, as we went forward, but I just kept peppering away and talking to my 'buddy' all the time and telling him what we were going to do—clean out that clump of trees, and from the position of their guns and the speed of their tanks I judged that they were aiming fire to some Fritz's running away. I then switched so as to run along side the thicket, at a distance around the end."

"Just about that time there was a volley of machine-gun bullets, and some anti-tank gun stuff, too, from a hill a bit to my left. Suddenly my tank just began to tremble or something and then stopped, and shuddered all over. I looked down and there I was lying in my seat. One of those damned bullets had come in through my 'buddy's' peep hole and hit him square in the face. My 'buddy' was dead. His final clutch on the throttle shut off the gas and the old tank stopped, and there I was and the boys went on. That's about all I know about that fight, or whatever it was, and I'm waiting around now for another tank and another 'buddy,' too, to take me up front again where things are doing every minute. This tank business is great business for the boys who like to shoot."

Averett said that when he went into action he determined to keep count of the number of Germans his machine-gun "touched off," but when he began to use his gun he could think of nothing but a running race to avoid death and destruction and that he quickly lost count of the number he saw fall.

ORDERS U.S. ARMY AT HOME TO BE DISBANDED

Plans For Gradual Demobilization Of All Troops Now In America In Operation

Washington, November 16.—Orders have been issued General March announced Saturday, for the gradual demobilization of all troops now in this country.

Demobilization will be in the following order:

First—Development battalions, 71 in number and comprising 58,199 men.

Second—Conscientious objectors not under arrest.

Third—Spence production division.

Fourth—Central training schools for officers with some modifications.

Fifth—United States guards, now numbering 135,000 men.

Sixth—Railway units.

Seventh—Depot brigades.

Eighth—Replacement units.

Ninth—Combat divisions.

There are now in the United States 1,750,000 men under arms, General March said. Orders which will result in the immediate demobilization of 230,000 men are already issued and these men will be at their homes in the next two weeks.

When the reduction plan is under full operation, the chief of staff explained, 30,000 men each day will be released from the army.

Regarding the return of the troops in France, General March said the order in which the divisions will be withdrawn is being left to General Pershing. It is the intention of the war department, however, so far as is practicable, to return each division to the locality from which the majority of the men came and parade the men in adjacent cities so that the people may have a chance to give fitting welcome.

As an example, the New England men might be brought to Camp Devens and paraded in Boston and other cities. Orders have been cable to General Pershing to begin the return at once of all casualties and wounded who can be moved and convalescents. A steady stream of these men should begin immediately to cross the Atlantic. Camps at home will be cleared out to prepare for the return of the expeditionary forces and the general indication is that the process would be expedited. A unit of regular troops will be left at each camp to

guard and police it in preparation for the arrival of the overseas unit.

Because of its unusual composition, General March said, and its brilliant record at the front, the 42nd (Rainbow) division will be given special consideration in the demobilization plans. The purpose of the department was not outlined specifically, but the impression was gained that the division will be paraded in Washington before it is mustered out.

Steps already have been taken toward the organization of the permanent army. All men now in the army have or will be offered an honorable discharge from the emergency enlistment and an immediate re-enlistment in the new forces. A thorough of one month will be given as an incentive to re-enlistment.

It was announced that Congress will be asked to give each man discharged from the army, regardless of whether he re-enlists a bonus of one month's salary. General March pointed out also that all soldiers are entitled under law to wear their uniforms for three months after discharge. This will make less difficult the immediate task of supplying civilian clothing to the demobilized army.

The return of commissioned personnel of the army to civilian life, General March said, would be effected by dividing the present list of officers into three classes, those who desire commissions in the regular army, those who are willing to hold themselves available for future service as reserve officers and those who desire honorable discharge from the service.

Instructions have been issued to the army staff corps to carry out reduction in their commissioned and enlisted personnel lists, keeping pace with the reduction of the line forces. Replying to a question as to the number of American prisoners in Germany, he said official records up to October 15 gave the total as 5,738.

General Pershing has been directed to expedite complete casualty lists of his forces showing the names of every man killed or wounded or missing up to 11 a.m. November 11. General March would not hazard an estimate as to what the total would be.

Fora of the Atlantic coast from Boston to Charleston S. C., are being organized to handle returning troops and it is possible that ports south of Charleston will be used. General March sketched the official line held by the Allied armies and the Americans along the West front when the fighting stopped.

The front held by the first and second American armies at that hour measured 52 miles.

Of the American forces he said: "It had reached its highest point of military excellence on the day the fighting stopped and had endeared itself to the hearts of the American people."

The question of final disposition of the great contingents is being studied, but no decision has been reached. New construction already largely has been stopped.

PETAUN CAUTIONS TROOPS

Enjoins Moderation In Their Occupation Of Enemy Territory

With the French Army in France, November 12.—(Associated Press).—General Petaun has issued the following order of the day to his troops:

"To the French armies—During long months you have fought. History will record the tenacity and fierce energy displayed during these four years by our country, which had to vanquish in order not to die."

"Tomorrow, in order better to dictate peace, you are going to carry your arms as far as the Rhine. Into that land of Alsace-Lorraine that is so dear to us you will march as liberators. You will go farther—all the way into Germany—to occupy lands which are the necessary guarantees for just reparation."

"France has suffered in her ravaged fields and in her ruined villages. The freed provinces have had to submit to intolerable vexations and obvious outrages, but you are not to answer these crimes by the commission of violence which, under the spur of your resentment, may seem to you legitimate."

"You are to remain under discipline and to show respect to persons and property. You will know, after having vanquished your adversary by force of arms, how to impress him further by the dignity of your attitude, and the

world will not know which to admire most, your conduct in success or your heroism in fighting."

"I address a fond and affectionate greeting to our dead, whose sacrifices gave us the victory. And I send a message of salutation, full of sad affection, to the fathers, to the mothers, to the widows and orphans of France, who in these days of national joy, dry their tears for a moment to acclaim the triumph of our arms. I bow my head before their magnificent flags."

"Vive la France!"

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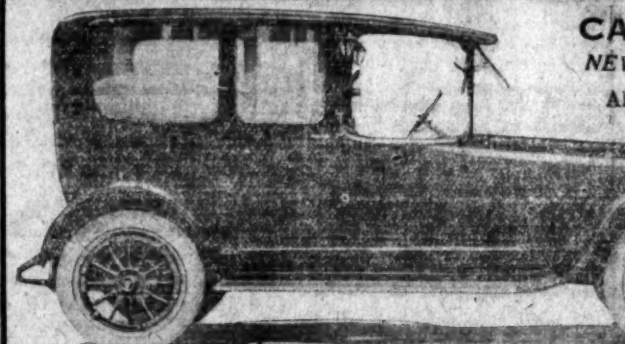
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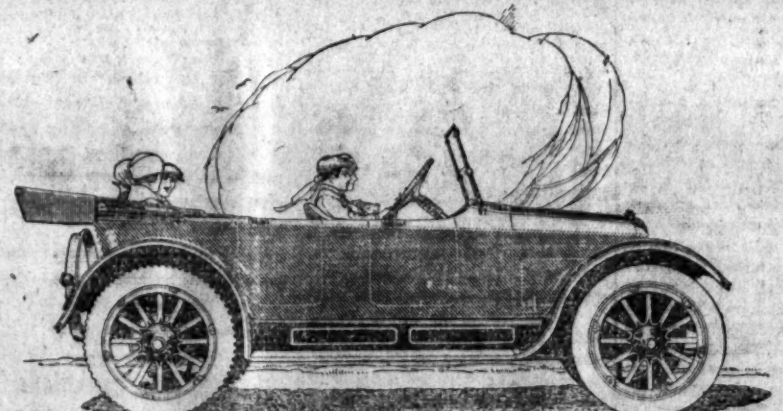
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TELLS OF HOT FIGHTING AHEAD OF THE TANKS

American Sergeant Of Engineers Describes An Advance
By Our Forces

PATHFINDERS IN ARGONNE

Although Wounded And Gassed,
He Found Himself Tucked
In A Comfortable Bed

New York, November 2.—A stirring and vivid story of the advance of the American troops in the region between the Meuse and the Argonne of Sept. 26 has reached New York in a letter from Sergeant Wade Mountfort Jr., Engineers, 15th Division, Missouri and Kansas National Guard. Writing to his relatives, Sergeant Mountfort says he was wounded in the leg and gassed on the fourth day of the drive. He is now in a base hospital on the way to recovery. At the opening of the drive he was in command of a section of engineers operating ahead of the tanks to clear away obstructions and guide the way for them in the fog.

Sergeant Mountfort formerly was a New York boy and attended the City College. He enlisted in the 15th Engineers in Kansas City, his native town, at the declaration of war. The division trained at Camp Doniphan, Fort Sill, Okla., and went overseas last May. His letter follows:

"I thank God that I am able today to be propped up in bed and write you this, my nineteenth letter. I have gone through so much and seen so much that I am in a quandary as to where to begin and leave off. I know how worried you are as to my welfare, so to relieve your anxiety as soon as possible, let me tell you that I am in a hospital back of the lines receiving every attention possible for a case of phosgene gas and a slight wound in the leg. Please don't worry about me for I'm quite all right, and can brag of the spirit which will help me to a speedy recovery.

Going Up To The Line

"I am going to tell you my story, although I know that by the time this will have reached you my news will be stale and tame, for I believe the papers will carry the complete story of the drive. I'll begin at the beginning. For days I had been quite sure that we were nearing the place where we would cease to be soldiers and be graduated into real worthy fighting men. We had been steadily moving north to the line by the cover of night, sleeping days in woods and living on hard tack and 'bully beef'. About ten days ago we were camped in a wood, the hiding place of our entire regiment. We were to be ready to move, trying to be comfortable in our pup tents during these days of heavy rain.

"At 3 o'clock one night three platoons of Company B (the first, second and third—I am in the third) received orders to move. In a drenching rain this little party started out on a mysterious mission. Before midnight we knew our job, for we had joined up with a tank outfit. A wonderful part we were cast to play in the drama. We were connected with the tank regiment to dig the machine gun destroyers out of the mire when they became stuck. Imagine eight men walking alongside an armed tank whose business it is to invade enemy strong points to put up battle when it has been found impossible for the infantry to work! Some task!

"It is my firm belief that the enemy had knowledge of the movement of our three platoons, for as we marched eight miles up a broad French road we were constantly under the fire of long-range enemy guns. I don't believe I'll ever forget the mental strain on this walk to the trenches. I was in charge of a section of three squads, and during that entire hike we were not on our feet for more than ten minutes at a time. It was a case of double time until the hungry whine of a shell screaming the heavens on its way to us was heard, then down flat on the ground in a foot of mud and water. We passed over a bridge and into a village with shells bursting all about us. While on the bridge a big one hit in the water not ten feet away and covered us with mud and water. A building was blown to atoms not a block away from us as we passed through the little village, which seemed as large as Chicago.

"Word came from the head of our column to be as silent as possible—all orders were to be given in whispers. In fifteen minutes we entered the trenches. What is your idea of the entrance to the front line of a busy sector? I'll tell you what it really is: A hole like a rabbit's under a bush. Sounds tame, doesn't it?

"We crawled through the little gateway into hell, and when I raised up I found we were in a deep, support trench, knee deep in water, but treading on duck boards. A winding walk of twenty minutes through the labyrinth, and we were at the dugout, a refuge until we went over the top. I can't make those letters too large or underline them enough so as to convey their real meaning to me that night.

Going Over The Top

"Not one of my little party slept a wink the remainder of that long wait. I unrolled my pack and threw away everything but the little things I held most dear to me in this life. My blankets, raincoat, shelter half, all went by the wayside. Armed with a trench knife, pistol, rifle, a can of beef, five hardtack, and a lot of determination, I waited for orders.

"At 2 o'clock that morning the barrage was turned loose. It is impossible for me to describe the din and noise of it all. A million express trains crashing and wrecking in head-on collisions overhead might give some slight idea of the Bedlam. This all lasted for four and a half hours. It was then we were called out and taken to the front line to go over. You see, the tanks are in lead of the first wave of infantry, and this little body of men were the first to expose themselves. Give the engine his due!

"When we got to the jumping off place the doughboys were lined up in the trench making ready to take the jump. Machine-gun men had mounted their guns on the parapet to begin their barrage. Stokes mortars hurled liquid fire shells which burst like a Fourth of July demonstration across No Man's Land upon the enemy front line trench.

"Day was just breaking when I climbed up, Captain James helping me.

I was nervous at first. My section went to work throwing dirt into our trench to get our two tanks across. That was a small job, for these caterpillars can travel any country a man can walk or crawl. Our artillery and machine-guns and the throb of the tank engines were making such a din that it didn't occur to me that the enemy was fighting at all until machine-gun bullets splattered off the armor plate of the tank.

"There was a heavy fog over everything, and it was impossible to see more than the ground immediately ahead. The tanks found it hard to steer a course, so I was told to place my men at twenty-yard intervals ahead to guide the way. I took a squad in advance, dropping a man at each interval. Three of us were left when we came upon a German in a cemented outpost. He saw us first and jumped from his hole in the ground and took out across the shell-torn enemy trenches. My first impulse was to run after him and grab him with my hands; in fact, I had run ten yards before I realized that I had a gun. I shot. He went down and rolled over. I wanted to make sure that he was finished, so I hurried to where he had fallen and found him squirming like a worm in a hot pan. One gone, any way!

When The Fog Lifted

"We passed over the first, second and third enemy positions without any great trouble. And not until 11 o'clock did we meet any resistance, and then things began to happen. We were on our way up a road into a little town that had been torn to bits by our artillery. In ten minutes the friendly fog had lifted, and I found myself standing alone at the forks of a road in a hell of artillery and machine-gun fire. It was only a matter of seconds until I was in a shell hole filled with water, but safe from the stream of bullets coming from down the road.

"The Dutchman back of that machine-gun must have seen my dive to safety, for although he would turn his gun at intervals in another direction, he would always return to my shell-hole. The back side of my refuge was higher than the parapet which shielded me from the enemy, so as I looked back as they knocked little globes of mud from that bank not six inches over my feet. It took me at least five minutes to comprehend the situation. I scooped out a handful of mud eye-high, so that I could see my field of fire. Sure enough, fifty feet straight ahead on the roadside, behind a pile of rock gathered from a demolished hut, was a boche gunner. I could not see the man, but the muzzle of that gun spitting fire as it moved from side to side like the head of a snake was plainly visible. I worked my rifle as fast as I could, taking as perfect aim as I possibly could. When I'd see the nose of that gun slowly moving in my direction I'd pull in my head like a turtle, to watch the spot of his fire at my feet. I was in this position for at least a half hour. Sometimes I'd think that my aim had been good, but I suppose that these occasional hits in his work were caused by his threading new ammunition. I raised up once to see if any one was near me, but had to drop back into my hole the next instant, for he opened up more voraciously pumping lead at my shell-hole for five minutes straight.

"When I next peeked out I saw coming up from the other fork of the road a platoon of infantry. As they swung around the corner, that devil back of the rock pile mowed them down with three sweeps of his gun. Even after the men had fallen he shot into the forms stretched out in the road. A baby tank got into the fracas and piled down on the gun. I followed in the wake of the tank along with a dozen or more infantrymen. When we got to the rock pile which had spelled death for so many men, there I saw

two Germans with their hands over their head yelling 'Kamerad.' One was a big-jawed, pot-bellied man of 40 and the other a wild-eyed youth of 18. An infantry sergeant took them in charge and had turned them over to a man to take them to the rear, when a crying doughboy came running up. He was beside himself with rage and the first thing he did was to wallop the boche in the jaw. He just passed down the road and had seen his brother all crumpled up, dead. He begged to take those men back and the sergeant turned them over to him. Ticks were yellow bushes at the roadside and he motioned the two Dutchmen that way. Didn't Leave Even Tombstones

"That's the way these men fight. They stick to their machine-guns, killing as long as their ammunition holds out or they are not overpowered, but when they find they are up against it they yell 'Kamerad!'

"The work of our artillery barrage was perfect. I've read in stories about artillery burying towns, leaving only empty walls as tombstones of what had been villages, but our shells didn't even leave the tombstones. Even cemeteries didn't escape the shelling. I saw the graves of many dead opened by the shells of the marine guns fired at these German nests in villages. Tombstones and grave markers come in handy as points for wires of communication. I wonder what the carcass of an officer by the name of Hans von Stolz thought when it heard a message coming from our front directing artillery fire on an enemy nest as it flashed over the marker of his grave?

"It would be impossible for me to tell you in detail how the hours passed with me during those next four days. It seems that every moment was filled with machine-gun and artillery fire. Not once but a thousand times I concluded that my time had come. If there is anything that will still a man to his very soul it is the screech and rump of the H. E. shells.

"We were advancing across a plateau under strong machine-gun fire. An enemy plane, the eyes of a Fritz battery, hung droning overhead. In seconds almost, the familiar whine and clump of their T's were on us. At first their fire was centered upon the right of our thin line, but as I watched I saw each shell nearing my position with certain exactness. The Jerry overhead was indeed a fine pair of eyes. They say the shell that hits you is never heard, but that one that hit nearly ten feet from me I heard coming. It sounded like this: 'I'm going to get you, Wade!'—away off at first like the whine of a zephyr through a pine tree, but as the flying thing came nearer the roaring while increased in volume, like a cyclone, to end in a mighty explosion which seemed to boom 'Gimme room!' I tried to be agreeable to the command, but 'spit—right in the head.'

"When I came to I was all flattened out. My steel hat was gone. My gas mask was strong machine-gun fire that filtered through my dizzy head was that I was mangled and I wondered what a fellow that was about to breathe his last was supposed to think of. My ears were ringing and my head seemed far from my back. I knew my eye was about to close, for I have had five fingers wrapped into a flat hand on an optic. I was afraid to put my hand to my head lest I should find that my worst fears were all too true. That human impulse to grab your hat made me move. I found my hat, but I wasn't sure that I had anything to put it on. After much pawing I found that I had been hit by a glob of mud the size of a home-made pie, but not quite so soft. Today I have a black eye. That shell left five men up there on that rain-

soaked plateau to bring proud grief to five homes.

Dived Into A Hole

"An hour later, as usual, we were advancing by sprints. The command was given to go. A quick survey of the land showed me a shell hole thirty feet ahead. I made for it. I think that when I got mine in the leg; I don't know how I reached the hole and dived in. A mangled but dead German was scattered around in my air. He had been hit somewhere about the hip pocket, for a snuff box and a box of matches and some black cigars were scattered about. I helped him out of the hole in sections. I was rather fortunate to have dropped in on this fellow, for I had been without matches a long time and I needed a smoke. I smoked and tried to raise the German death rate by taking slow, sure aim at the fall grass that fluttered before

the machine-guns ahead. By the way, I have the snuff box.

"Afterward we were dug in on the reverse side of a slope partly shielded from the artillery fire when a Jerry machine swooped down on us and fired his machine-gun on us at close range. I could see the observer in this airplane plainly as he stood up in the rear with glasses to his eyes. We were visited three times by airplanes in this fashion.

"During heavy fighting on a plateau I saw at least five mole teams hauling ammunition up to our machine-guns blown to atoms by direct hits from the three-inch pieces. On this same plateau I saw advances made by men in skirmish formation, without one look behind or one man hesitating. They had a snap and dash which would make any one think that the

boys were on a drill ground going through practice. The yell always: 'Hell, Heaven, or Hoboken!'

"I had curled up in a shellhole waiting for orders when they started throwing over shells by the ton. Two big shells hit within a few feet of me, covering me almost completely with mud and water. In this mess of hell they threw gas shells over, and it was in this that I finally got it. I don't know how long I lay without attention, but it was night when I came to in a dugout. There were wounded all about me and for the life of me I couldn't make out where I was or what it was all about. I was dreadfully sick at my stomach and my head splitting. My leg was numb from my hip down. I don't know how long I lay in that dugout, for most of the time I was unconscious.

"I remember being carried to an ambulance, and I have a faint recollection of riding it seemed, for days. And all this time I could hear shells whistle and burst. We arrived sometime one night at an evacuation hospital. All my clothes were taken from me and my personal belongings put into a little bag. I was given a bath, wound dressed, and here I am tucked in bed, more comfortable than I have been for months. They say we will go down to a base hospital soon.

"I don't know where my company is or how many men we have left. I am almost beside myself for news from home. Send me please, all the clipping possible pertaining to this drive. My leg was numb from my hip down for I think we've hit the ball for a two-base hit. I only hope that our division has lived up to its record."



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TELLS HORROR OF YEARS IN AN ENEMY PRISON

California Lad, Exchanged by
Foe, Says Captives Were
Bayoneted, Then Stoned

Oakland, Cal., October 25.—Bayoneted wounds for captives because they were not moving fast enough, a loaf of bread as a food ration for six days, stopping at every town en route to a German prison camp for the purpose of permitting the women and children to throw stones at and spit on the prisoners, no medical attention for wounds, solitary confinement in dark dungeons because of an attempt to escape are some of the tales of German treatment of prisoners told by Private George W. Coover.

Private Coover is a San Jose boy, who enlisted with the Canadians in 1914 and served eleven months in France, being at the battles of Ypres, Kimmell Hill, St. Eloi and Hooge. It was at the latter that he was taken prisoner, April 6, 1916, and taken to Mennen. Of his subsequent experiences he says:

"Two hours after I was taken a prisoner I was jabbed under the ribs with a bayonet because, while passing through the communication trenches, I fell down. There were 180 other prisoners with me, and we lay in an open field for three days with nothing to eat or drink. Then we were packed into cattle trucks and taken into Germany.

Only One Loaf Of Bread

"There were fifty-six people in the truck with me. Each of us was given a loaf of bread weighing about two pounds, and that was all we had to eat for the days we spent going into Germany. During that time none of our wounds was dressed, nor were we allowed to leave the cars for any purpose whatever.

"We stopped at every little town along the line, and old women and children would throw stones at us and spit at us through the bars. We arrived at Glessen on the third day, and there we were looked after by some American doctors and nurses who were outside of the camp and who had been in Germany before the war broke out.

"They did not have much to do with, and paper bandages were all they could command. Our meals consisted of coffee made of acorn shells, boiled barley or turnips, and at night boiled corn meal and raw sardines.

Red Cross To Rescue

"In camp, however, we came in contact with the Red Cross, and then we realized what a work they are doing. Everything needed was given us—clothes, underwear, socks, shirts, sweaters, and, best of all, medical supplies. Every British prisoner feels that he owes his life to the Red Cross.

"While at Glessen I met another American prisoner, Louis Bushnell, a former reporter on the Philadelphia Enquirer, who had been imprisoned since the year before. He spoke German, and on that account was made interpreter and put in charge of one of the barracks.

"A small room about eight feet square was boxed off in one corner for him which barely gave him room for his bed. It was, however, only forty-nine feet from the fence around the camp. This fence was topped with charged electric wires and the base was secured with barbed wire entanglements, while every sixty feet there was stationed a German sentry with a machine-gun in a tower.

Escape Prison Camp

"Bushnell discovered a hole in the floor near his bed and from this point he started a tunnel toward the fence, on which he worked at night. His only implements were a fire shovel, a fork and a gunnysack, but he had reached two-thirds of the way to the fence when I arrived. He confided in me and I gave him my services right away.

"On May 21, 1917, we broke through on the outside of the fence. We had 250 Oxo cubes, 100hardtack biscuits and twelve pounds of chocolate which we had saved from Red Cross packages. We were 340 miles from Holland, which was our objective. We slept during the day and went on during the night.

"On the third night, out Bushnell sprained his ankle going down a hill and the next day it was swelled up to such an extent that he saw he could not go further, so he told me to take the food and go on and he crawled to the next town and gave himself up. I was sixteen days out, with my wounds still open. I had been rained on constantly for three nights and was out of food when, exhausted, I lay down to sleep just seven miles from the goal.

48 Days In Dark Cell

"I awoke to find two Huns kicking me in the ribs and standing over me with two bayonets. I was taken back to Glessen and went for forty-six days to Cologne penitentiary, where I was placed in a dark cell on bread and water. The ration was one loaf of bread, which was expected to last me six days.

"After serving my sentence I was taken back to Glessen, where I remained a few days, and was then sent to a fortress in Austria, where I spent two months. There Mr. Jackson, belonging to the American Embassy, who used to visit the prison camps, found me and asked my history. I told him, and within the next few days I was sent back to Glessen, where I was put to work on a farm. "I didn't stay long there, for they

discovered me planting onions wrong side up. I then went to work with a bridge gang, but was sent from there for kicking tools into the river Main. I am sure I sent several hundred dollars' worth of good tools into the river before I was discovered. Then I was sent to work in an iron mine for several months and from there to a blacksmith shop, but I never lasted long at any of them and I was again sent to the camp at Glessen.

Switzerland Route Tried

"The following February I was put to work in a fertilizer plant, and there again I escaped, this time deciding to go to Switzerland. It was, however, cold, and as I had to sleep in the woods in the snow my feet became frozen. I was out five days this time, and came to the town of Wetzlar, which has some 10,000 inhabitants. As I could go no further with my frozen feet I gave myself up and went back to a dungeon for another forty-six days. However, I was sent to a hospital on account of my feet, and there I met a Russian and a French doctor, with whom I became friendly. This led to my final escape in February of this year.

"At that time they were making an exchange of prisoners. One of the men to be exchanged was dying of consumption. He was to go back that night, and as he died I thought it was only fair that some one should go in his place.

"I was that someone. The men to be exchanged were all lined up, and I answered to the dead man's name. They were more particular as to the number than the personality of the exchanged men, and I passed. They packed us into hospital trains, and I slept in the first sheets for two years. We were taken to Holland, and from Rotterdam I was sent to England and thence to Canada."

PEER'S DAUGHTER IN JAPAN BECOMES NUN

Prominent Japanese Young Woman
Takes Buddhist Vows To
Hold Important Position

Tokio December 14.—Miss Haruko Kujo, 22-year old daughter of Viscount Sengoku, a high official of the Department of Household Affairs, and an adopted daughter of Prince Kujo, has severed all connections with earthly affairs and has entered the "Murakumo Goshu," a nunnery in Kyoto. Her head has been shaved and the full ceremony of "Tokudo Shiki" was performed on December 8 with great solemnity and splendor.

This ceremony attracted widespread attention from the Japanese

press, not merely because the taking of the Buddhist vows by a prominent young woman in this age of materialism is an interesting item of news, but because of the high birth of the new nun and the knowledge of the important position she is to occupy and for which she has served her novitiate. Joy and sorrow, sympathy and congratulation have been voiced by the Japanese recorders of the event.

Will Hold High Office

No review of the historical situation has appeared in the Japanese press accounts of the ceremony, but it is learned that this young lady, now a Buddhist nun, is to become the abbess of the Murakumo Goshu, of Kyoto, a position of the highest ecclesiastical rank, which for ages has been filled by a virgin, either the daughter of an Imperial Prince, or, in default of such a candidate, the virgin daughter of a nobleman of the rank of Prince.

The chief nun of the Murakumo Goshu occupies a position higher in rank and social estimation than that held by the Lord Abbot of Hongwanji. The candidate is selected by the proper authorities in charge of the nunnery, their choice falling this time upon Miss Haruko.

Elaborate Ceremony

The elaborate ceremony was performed at the Zuiryu Temple; the long black hair was clipped and the head of the young nun shaved. Then the new nun donned the Buddhist robes and received her new name, being christened "Zuijin Nisho" or "The Sun Purity of the Zuijin Temple." She succeeds to the head of the Murakumo Goshu when the abbess, now growing old, lays down her task.

Yesterday, Zuijin Nisho, no longer Miss Haruko Kujo, came to Tokyo, accompanied by the chief nun, dressed in her Buddhist canonicals. This morning she will be received in audience by Her Imperial Majesty, the Empress who expressed her wish to meet the new nun in her Buddhist garments.

Father Renounces Claims

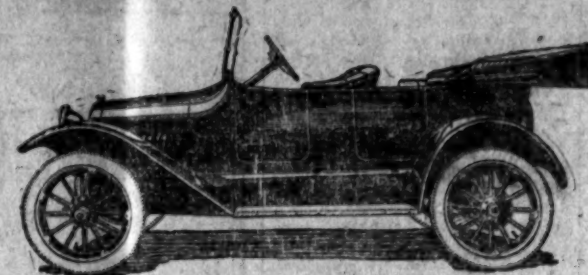
Further interest attaches to the renunciation of this young woman of the world from the fact that the day of her "marriage to Buddha" was the day on which the formal announcement of the betrothal of H.I.H. Princess Nashimoto to H.I.H. Prince Kon of the Yi family, a ceremony with which Viscount Sengoku, as an official of the Imperial Household, participated in, and an event in which he had as well a personal and family interest, the Princess being his niece, the daughter of his sister, the late Viscountess Sengoku. Thus on the one day he renounced all parental claim upon his own daughter and assisted in the betrothal ceremony of his niece in a coming wedding of extreme interest and importance to the entire Orient.

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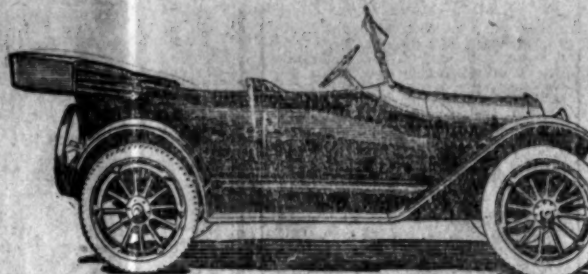
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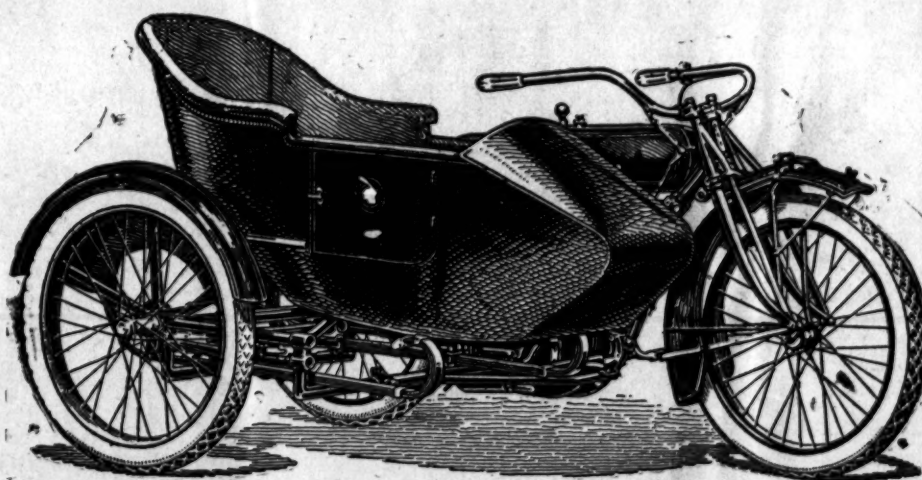
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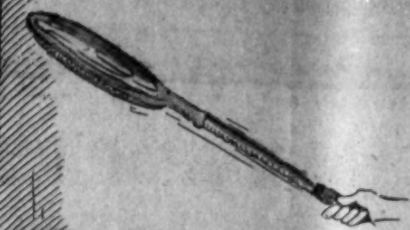
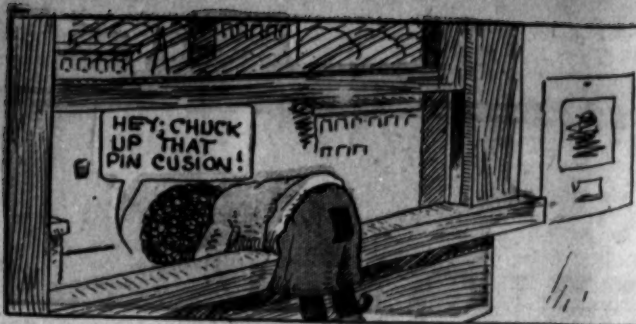
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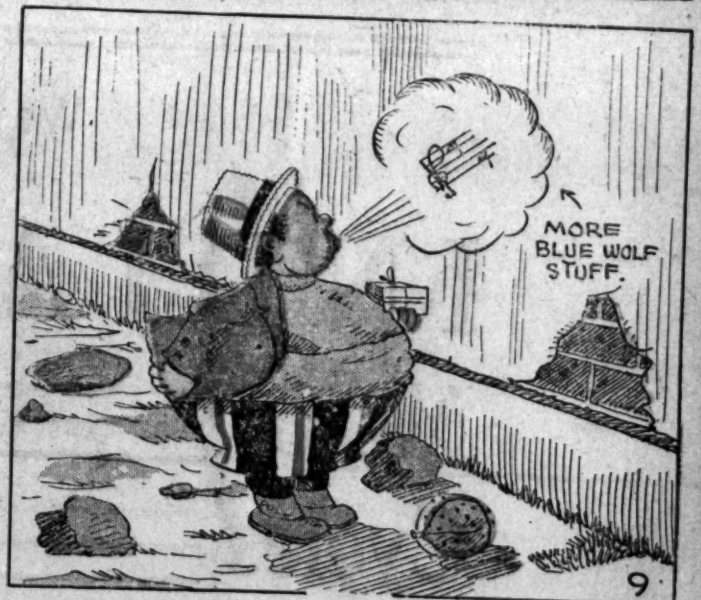
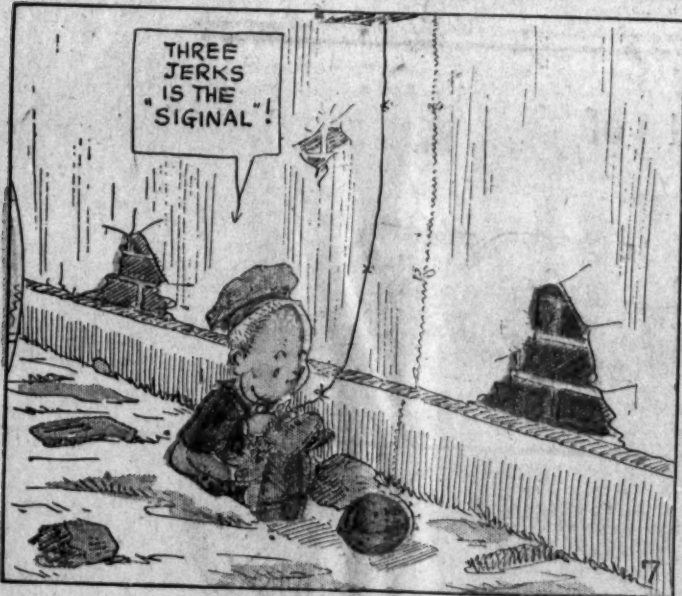
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SPORTING NEWS SECTION

THE CHINA PRESS

SHANGHAI, SUNDAY, DECEMBER 29, 1918

BIDDING ERRORS BY BEGINNERS

Too Often Quit Major Suit To Show Minor Suit Supporting It

GIVES AWAY HAND AT ONCE

Major Suit Should Be Bid As Far As Strength Of Hand Permits

By An Expert

New York, November 1.—There are many ways in which the average auction player might improve his bidding methods, especially in making it clear to his partner what he is assisting on, or, if he is the original bidder, concealing his supporting suit from his opponents.

It is an axiom among good players that if there is a sound bid in a major suit, that suit should be bid as far as the strength of the hand will go. A mistake made by the beginner is in quitting the major suit to show the minor suit that supports it. This at once betrays to the adversaries that there is nothing else in the hand. Here is an example of this fault:

H 4
C 10 7 4 2
D 8 5 3
S K 5 3
H Q J 3
C A K Q 8 5
D 7 6 4
S 10 8
H 4
C 10 7 4 2
D 8 5 3
S K 5 3
H Q J 3
C A K Q 8 5
D 7 6 4
S 10 8

Z dealt and bid a heart. A and Y passed, and B bid a spade. Instead of rebidding the heart suit, to show the outside strength without mentioning the suit, which it is not necessary for the partner to know, Z shifted to two diamonds. A and Y again passed, and after some consideration B dropped the spades and bid two no trumps.

Correct Inference Was
B's inference was that Z could not have had a very strong heart suit if he felt compelled to shift to the diamonds without waiting for his partner to assist the hearts. As A refused to assist the hearts, it looked as if he had the heart contract sewed up, in which case he must have a pretty strong club suit. This view is confirmed by Z's refusal to assist the hearts after Z has shown two suits. Diamonds must suit him better.

This inference proved to be correct, as B won the game at no-trump. Z led one round of hearts and then three rounds of diamonds. B made his five club tricks, which forced Y to discard his last heart in order to protect the spades. Y covered the ten of spades with the king and made the last trick of all with the nine.

At the tables at which Z did not mention the diamonds, but went on with the hearts, A helped the spades bidding two, which led the contract. Two by cards was all that B could make, as Z made four tricks in the red suits at once and then gave Y a ruff on the third round of hearts.

But while the original bidder should never mention his supporting suit as long as he can rebid the major suit, dummy should avail himself of every opportunity to show just where the strength lies on which he assists his partner's bid.

There are probably no opportunities which are so commonly missed as those in which the partner can indicate exactly what he is assisting on, especially when his side strength is in the suit the opponents are bidding. The mistake made by many is in showing this by rebidding the suit.

Rule For Beginners
The rule for the beginner is this: If you can assist your partner's suit, do that first. If you show your support first, you deny your partner's suit. Here is a good example:

H Q 9 7
C K 10 7 2
D 8 5 3
S A K 4
H Q 9 7
C K 10 7 2
D 8 5 3
S A K 4
H Q 9 7
C K 10 7 2
D 8 5 3
S A K 4

Z dealt and bid a heart. A a spade, which Y doubled. This is showing the supporting suit too soon. Y should have assisted the hearts first, as he has three to an honor. Z read the partner for nothing in hearts, but strength enough to set the spade contract, which was probably a weak forced bid on A's part. If Y could not support the hearts and was not very sure of defeating the spade contract he should have passed.

The consequence was that A went game on the doubled spades, as he made five of his trumps and all three of his diamonds.

At the tables at which Y assisted the hearts, bidding two, A rebid the spades. Then those who were good players doubled. This made it clear to Z that his partner had some heart strength, and that some of his outside strength was a sure trick in spades. When A went to three spades over Z's return to three hearts, Y doubled again.

This encouraged Z to go ahead to four hearts, which he made, as the only tricks he lost were three diamonds, getting one diamond discard on the second round of spades.

Smiles from the Mixed Court

Sitting with his back against the rail at one end of the footbridge across Soochow Creek at Shans Road, Duan Ah-weng tilted his nostrils so that the savory odor of frying fish might drift athwart them as it floated up from the houseboats in the creek below.

He was very disconsolate and each shift brought him to lower levels of despond. He tried to remember the last time he had sat down to fried fish, failed, sighed, took a rest in his trousers' string and leaned back a bit further to edge his nose into a cross-fire of fragrances caused by a Shanghai cabbage stew aboard ship, a roasting fowl in a riverfront shop and an eccentricity in the wind. Duan gazed hopelessly at the row of varnished ducks hanging across the shopfront and kicked viciously at a bulging sack as an overloaded wheelbarrow creaked by just within range of his toes. One of Duan's toes punched through the faulty burlap of the sack and a thin white stream trickled down upon the road. Whereupon a dashing idea flared up in Duan's mind.

Waiting for the wheelbarrow to stagger a safe distance down the street Duan took up the trail, scooping the white rice grains into his hat until he had better than a handful of them. Then he removed from those parts and passed into more suburban districts, listening for a certain sound. It was from within the compound of the home of Madame Wang Soong-dalen that a dulcet "cluck-cluck" issued forth and brought the listener to a halt. Duan sneaked inside, made a quick estimate of the weight and succulence of a fat pullet and then laid a narrow trail of rice, leading to where a half-open door afforded ambush. There he equalled with one arm fisted for the fateful grab.

The plump hen, cocked an eye at the grain, sampled it and began eating her way to doom. Closer and closer to the innocent looking corner she came, while Duan's muscles grew tauter and more tense and he leaned forward on his toes to snatch that glorious meal. The moment was at hand.

Then Madame Wang stepped out of the house, bent on a shopping trip, and slammed the door shut behind her. Duan's diet for the next six months will consist mainly of bean soup.

The Righteousness Of Tea
Charged with snatching a jeweled head ornament from a woman on the street, Tau Lai-nung stood in the dock at the Mixed Court and railed spitefully at the ways of justice. Yes, he had pawned the article in a certain pawnshop for \$40, but what had that to do with his being brought to court? He had not stolen the article. He was an honest hawker, as many reliable witnesses could be found to testify, and kept a stand at the mouth of an alleyway near where the woman was robbed. Another man entirely had done the snatching. When the woman raised the alarm the man fled and threw the ornament down. Was it Tau's fault if the pesky thing had landed in one of his baskets? Why should he be dragged into the affair?

The court considered Tau's case carefully, not overlooking the fact that he had seven previous convictions standing against him, and decided that about three years out of range of flying ornaments would be about right.

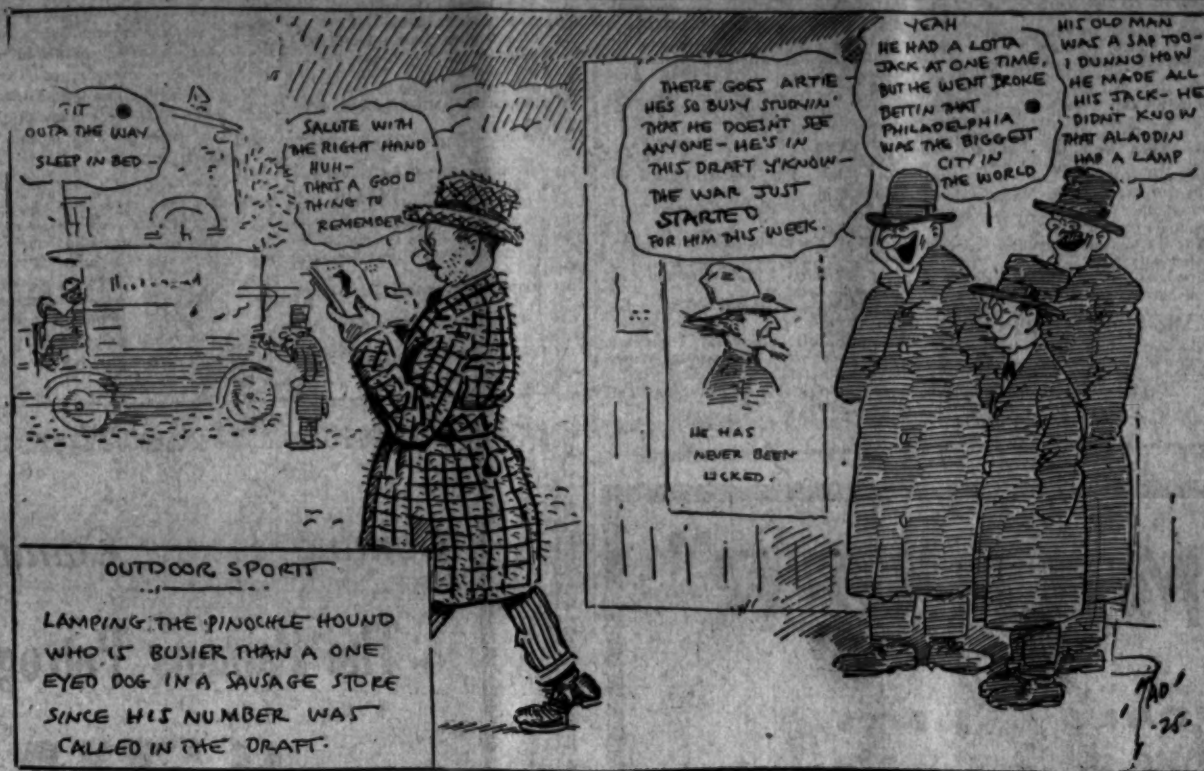
Sykora And Sklarevski

A program to suit all tastes, from that which demands musical cavari to that which takes a more simple melodic fare, was played last night by those two superlative artists, Sykora and Sklarevski. In some respects it was a program without ample opportunity for men of such merit, with demands that could be satisfied by men of lesser virtuosity. But it was played as only such men could play it—wonderfully. There were moments in last evening's concert—Sykora's and Sklarevski's farwell—one will not forget. Inasmuch as most of the numbers played last night were chosen by popular vote, there was of course fervent applause. It was deserved. We have had with us two geniuses, both of whom have won the hearts of the musically sophisticated cities of the world. Not enough of us have appreciated them as we should, but those of us who have will carry a grateful remembrance of their stay.

OUTDOOR SPORTS



By Tad



OUTDOOR SPORT
LAMPING THE PINCKLE HOUND WHO IS BUSIER THAN A ONE EYED DOG IN A SAUSAGE STORE SINCE HIS NUMBER WAS CALLED IN THE DRAFT.

At The Theaters

A new installment of the great Pathé dramatization of "The Count of Monte Cristo" is announced to begin at the Apollo Theater tomorrow evening. This is the fourth "epoch" in the stirring serial and deals with that part of the hero's career wherein he is known as "Sinbad the Sailor." Pathé's French Gazette and a new French comedy are also in the program. Tonight's bill at the Apollo will include George Walsh in "The Yankee Way" and this afternoon episodes 11 and 12 of "Who is No. 1?" will be shown.

Vivian Martin in "The Arrival of Perpetua" holds the principal place on the Olympic screen this evening. The picture is a five-part Paramount production. An interesting film dealing with Buddhist temples and two comedy pictures complete the performance.

"What Happened to Jones," the famous comedy of former years on the legitimate stage, has been transferred to five reels of celluloid and is being projected upon the curtain at the Victoria this evening. Other late films make up the bill.

George Ade's stage success, "The College Widow," is being shown this afternoon and evening at the Isis Theater. Other items include the 5th episode of "The Red Ace." The 5th and 6th episodes of "Who is No. 1?" together with several new comedies are scheduled for their first showing at the Isis tomorrow.

Zimro Sextette Coming

Announcement is made of the date of the first concert to be given in Shanghai by the Petrograd Chamber sextette "Zimro." It will take place at the Olympic Theater Saturday night, January 18, under the direction of Mr. A. Strok.

The first concert and possibly one other will be exclusively Jewish music and as this is new to Shanghai and Jewish music is famed for its mystic Oriental fascination a good house is certain. The sextette is made up of graduates of the Petrograd and Moscow Conservatories. It consists of a first and second violin, clarinet, viola, violin, cello and piano.

The sextette's concerts are all given under the patronage of the Central Zionists Society.

Paci Plays This Week

Signor Mario Paci, Italian pianist, who will give concerts at the Lyceum Theater next Saturday and the following Wednesday, will arrive from Hongkong on the Montague this morning. Signor Paci comes here after a successful tour through the South where his concerts have been followed by enthusiastic press criticism. He is said to be a pianist of marked ability.

Tips For Football Players

The Off-Side Law

By Whistle

Many players when penalized for being off-side are doubtful if they have infringed this law and consequently look askance at the referee. This is chiefly due to their lack of knowledge of this important rule and not an error on the referee's part at all, because, if anything, the referee is liable to be lenient on this score, as in many cases he is not in a position to be able to give a decision at the moment required and as the positions of the field of play alter with every play of the ball it is useless to give a ruling when the ball has been played two or three times after the supposed infringement occurs, and consequently many an off-side is passed. Theoretically the referee is at fault in cases of this kind, but it must be remembered that the referee cannot travel as fast as the ball and therefore cannot always be in a position to judge fairly.

With the view of shedding a little more light on the off-side law, the writer wishes to draw the attention of local players to the following few points, which if carefully studied should give the player accurate knowledge of this important factor of the game. Important factor it is, because during a season's football it has been found that 85 percent of the rulings of a referee were made under this law. However careful a player may be, it is very difficult in the rush of a game always to keep on-side, but players, especially forwards, need only remember that so long as they are in line with or behind the ball when it is played by a player of the same side, they cannot possibly be off-side.

Many forwards are apt to get a little eager when their outside man is bringing the ball down and generally get a little ahead of him, ready to pounce upon his center. Usually this center only comes when one of the opponents' backs runs to tackle him, thus having only two opponents between the goal and the remaining forwards, who are consequently placed off-side, and any attempt to net the ball is futile. Furthermore, all the good work done by the outside man is useless.

Of course, it is impossible that one of the opponents may play the ball next after the center, which event would put all the attackers on-side at once, but the attackers very seldom allow an opponent much opportunity to rush the ball at once.

The point mentioned here is very important, because by keeping behind the player who has the ball, all attempts of the opponents to put an attacker off-side are frustrated. Should the wing man have carried the ball so far down the field as to be on the opponents' goal line, no off-side can

result from his center, as obviously all the remaining forwards must be behind the ball. Moreover, it is the only safe method of play if only the goalkeeper is before the attacking forwards, the backs having already been left far up the field.

Also it is not necessary that the ball be passed back by the possessor to one of his own side. A player can pass the ball forward for one of his own side to play next, provided the man who next plays the ball was behind the player when he passed the ball.

Another point to be remembered is that a player once off-side cannot put himself on-side. This can only be done for him in these ways: 1, if an opponent next play the ball; 2, if he is behind the ball when it is next played by one of his own side; 3, if he has three opponents between him and their goal line when the ball is played by one of his own side further from the opponents' goal line than himself.

The point to notice here is not where a player is when he plays the ball but where he is at the moment it is played by a player of the same side. Therefore a player standing in an off-side position receiving the ball from one of his own side further from the opponents' goal than himself would be ruled off-side no matter how many opponents had fallen back so as to be behind him and their goal during the time the ball was passed to him and when he actually played it or attempted to.

A player made off-side for this cause very seldom thinks he was off-side and instinctively points to the three or four players in front of him as good foundation for his surprise. Though a player cannot be off-side when an opponent last plays the ball, or when a goal or corner kick is taken, this protection ceases the moment a second player plays the ball, so that a player not off-side when a corner kick is taken may, without having moved, be off-side as soon as the ball is played. Players may be off-side when a free kick or penalty kick is taken, or when the ball is thrown in from touch.

An opponent playing the ball puts a player on-side at once, but while standing off-side a player must not interfere in any way with an opponent or with the play or even make a pretense of doing so. It would be deemed sufficient interference if an opponent had to dodge round an attacker to obtain possession of the ball.

In concluding these few notes the writer mentions that if any player is desirous of having any point of law explained or any questions answered he—the writer—would only be too glad to assist. A letter addressed to "Whistle," care of THE CHINA PRESS would find him.

Harriers Run At Nanyang

Shanghai Harriers' Club men had a pleasant run yesterday with the boys of Nanyang College, from which institution a big field took up the trail. In all 57 runners went away for the 4 1/2 mile chase and though the going was very heavy the college men set a hot pace and the pack went very steadily throughout.

A Harriers man had the honor of being first home, the place going to C. C. Reneman who finished in 32 min. 44 secs. He got on level terms with the leaders after the first mile and came in with a sturdy college runner taking second place. A big crowd watched the start and finish of the race at the college and loudly cheered the runners as they passed the finishing post.

The sealed handicap run off by the Harriers in connection with the race was won by J. Smeedman, who ran well. He was closely followed by J. J. Ellis and G. Rose, who took the second and third prizes. In the team competition Rose's team won from T. McKenna's aggregation. The order of finish for the Harriers men was: C. C. Reneman, J. Smeedman, G. Rose, J. J. Ellis, F. H. Watson, T. McKenna, H. Strandvig and F. S. Bridges.

Praise is due the Nanyang officials for the smooth and efficient way in which the race was run off. Chinese boy scouts lined the route, checking the runners clear through the course. Following the run the Harriers were entertained at tea by the college team. Mr. Vanderbeek, on behalf of the school, welcomed the Harrier members and gave a pleasant little talk on athletics. Mr. P. W. White, vice-president of the Harriers' Club, replied and voiced the hope that more runs with the college team may be held before the end of the season.

Concert Music For Today

The following program will be played by the Municipal Orchestra at the Town Hall this afternoon, beginning at 4:30 p.m.

1. Overture Zampa Herold
 2. Symphonic Poem—La Route d'Omphale Saint-Saens
 3. Suite Casse Noisette Ballet Tchaikowsky
 - (a) Overture Miniature
 - (b) Danse Chinoise
 - (c) Danse des Miriçons
 - (d) Valse des Fleurs
 - (e) Trepac
 4. Overture ... Fra Diavolo ... Auber
 5. (a) Berenade Lyrique Elgar
 - (b) Angelus Massenet
 6. Selection ... La Boheme Puccini
- A. de Kryger, Conductor-in-Charge.

CLUB SURPRISED BY SOCONY TEAM

S.F.C., Believed Sure Winner, Beaten On Its Own Grounds By 2 To 1

LOSERS ARE TOO ERRATIC

St. Xavier's Defeats Police; J.R.C. Wins From Rees Second Team

By Domino

Cold? It was so cold yesterday that the only way that the many spectators could keep themselves warm was either to keep running round the Football Club's ground or shouting to the accompaniment of a step dance. The Club were at home to the new comers to the senior division—The Socony. I fancy that the homeaters did not keep the home fire burning, for they all seemed so cold that at first they could not get a move on, and then they seemed to run wild, with the result that the very strong paper team went down to the visitors by two goals to one.

Socony supplied fuel in plenty for their own team and from the very start seemed to have all their joints well oiled. The front rank were so good that the Club's advance guard lost themselves altogether. Perhaps there was one exception to this and that was Noodt. He was too well bandaged up about the knees either to run very fast or kick very far. For the rest they combined in splendid style and it was chiefly due to this that the Club had to confess to defeat.

Visitors On Offensive

The game began with the visitors making the most desperate assaults upon the other goal. Twice in quick succession did Bertie have to act nippy in order to get the ball out of reach of the net. The Club did not like the situation at all and Tonkin cleared with a mighty kick which sent his forwards careering down to the other end of the field, and a bombardment of the Socony goal ensued. But the shots were wild, very wild, and we could easily see or hear Forsahw grinding his teeth and muttering. The Socony backs were in fine fettle and they were at length able to get the ball into the other territory. Then their outside right made a great run and centered nicely, allowing Meers to gather the ball and shoot so true that Bertie had not the ghost of a chance with it.

Elliot has thrown in his lot with the Socony and a good deal of his play yesterday shows that he will be very useful to the team, but a good deal more of his play showed plainly that he throws a lot of unnecessary weight into his display. One fondly imagines that the ball is the first object of attention, but many a time in the game under notice the old St. Xavier player paid much more attention to the man than the gas bag.

Club Forwards Erratic

Time and time again the Club looked as if they were bound to equalize, and time and time again the erratic shooting of the forwards threw away good chances. Forsahw and Leslie did some really pretty patterns and kept the ball in scoring distance of the goal, but somehow the middle of the field seemed empty of Club players. Clifford hovered about and walloped out whenever he got a chance but Drake—usually so good—somewhere near the center had a day off. Olsen was fed frequently and took advantage of his nourishment but again the centers did not benefit by it. No, it was a decidedly bad day for the S.F.C. and the team's many admirers hope, and hope again, that Tonkin will insist upon his good men and true getting busy at the nets before the chance of gathering all the trophies slips from them.

Socony's Second Goal

The Socony's second goal came towards the end of the first half and there seemed to be a good deal of doubt in the minds of the Club players as to its validity. Referee Wilson was quite satisfied that the player who made the attack was on-side, but Bertie certainly had not the faintest idea that the ball that was so surely and rapidly approaching him was legalised. Before the goalie quite knew what had happened he was

picking pieces of himself out of the net and the ball was being taken triumphantly to the center of the field by the Socony boys. Pamea was the player who scored, and he was sure that he was where he ought to have been when he took the kick. Well some of the spectators were also, and some others were not so sure.

After the sucking of lemons both teams put plenty of snap into their work but kicking and shooting were both weak and it looked as if no more scoring would take place. One of the things that was noticeable in this part of the struggle was the really fine way in which Ward kept his eyes upon the dangerous and rapid Bouffouls. Time and time again he upset the young gentleman's hopes and saved Berne's citadel from disaster. Both Ingham and Tonkin in the back line worked like trojans and saved from all manner of serious positions.

The concluding stages of the game proved quite exciting, for the Club were swarming round the Socony goal and at last Leslie put in a grand center which Drake snapped up and scored with. But the sport came to a halt to save the Club. Shortly after this the whistle blew and the Socony retired naturally elated at having lowered the colors of the best team that we have at present in the Settlement.

St. Xavier's called upon the Police in a league fixture yesterday and both teams turned out strong. Thanks to the excellent combination on the part of the College boys, they overcame the weight of the homesters and won by two clear goals.

The first half was very even and the only score came from Outliers. After the interval it was de Silva who

notched number two and thus paid to the Police account. For the losers Robertson worked splendidly. He was all over the field and gave help just where it was most needed. He was well supported by his backs and Fairbairn in goal cannot be blamed for either of the goals that he let through. For St. Xavier, the forwards gave an object lesson on how to combine, and when in position how to shoot. Johnson at half proved useful. He should find a place in some of our big charity games before the season is over.

Jewish Club Wins
The game between the Jewish Recreation Club and the Recreation Club 2nd XI, was played yesterday and resulted in a win for the J.R.C. by 1-0, the only goal being scored by H. Abraham. The play on the whole was very even. The J.R.C. attacking most of the time, were not very accurate in front of goal. For the winners mention must be made of the fine defense put up by Kate and Benji and Putnam at center half. Abraham and Stenberg played a nice game in the forward line.

Brande, Willie, Mader, Johnson and Emmenden were the stars for the J.R.C.

Games Postponed
The Wilsons failing to provide a ground their game with St. Xavier's had to be called off.

The B.F.C. 2nd XI Customs was also postponed.

The Navy were unable to raise a team against the S.R.C.

THE CHARITY CUP GAME

The contest arranged between the S.F.C. and the Rest of Shanghai which had to be postponed owing to the weather conditions on Boxing Day will take place on January 2 at 2:45 p.m. on the S.F.C. ground. All tickets per-

chased for the Boxing Day fixture will be available for the postponed game. It is good news to hear that over one thousand tickets have already been got rid of and that means that the Shanghai Road Hospital will receive a nice New Year gift which is very much needed.

There is plenty of room for more, so don't be shy in seeing M. B. Anderson of the Engineers Institute and asking for another book of tickets. He has done a lot for local charities by the aid of these games during the last few years and he wants a bumper year to celebrate peace.

American College Football Results

Notes: American college football was badly broken up by the war but the various schools still managed to put teams in the field. Here are the results for Nov. 16:

At Pittsburgh—Pittsburgh, 27; Pennsylvania, 6.
At Ann Arbor—Michigan, 15; Syracuse, 6.
At Elkhart—Great Lakes, 54; Rutgers, 14.
At South Field—Columbia, 14; Wesleyan, 6.
At Washington—New York University, 6; Maryland State, 6.
At Boston, Mass.—Fortham, 16; Boston College, 9.
At Amherst—Amherst, 20; Williams, 6.
At Annapolis—Navy, 127; Ursinus, 0.
At Washington—Geneva, 2; Washington and Jefferson, 0.
At Palo Alto—Princeton, 23; Camp Upton, 7.
At Philadelphia—League Island Marines, 21; Brown, 7.
At Easton—Lafayette, 10; Franklin and Marshall, 0.
At Schenectady—Union, 6; Hamilton, 0.
At South Bethlehem—Penn State, 7; Lehigh, 6.
At Andover—Easter, 26; Andover, 7.
At Worcester—Holy Cross, 37; Worcester Tech, 7.
At Springfield—Springfield Y. M. C. A. College, 7; Massachusetts Institute of Technology, 0.
At Medford—Tufts, 27; Boston University, 0.
At New Haven—Newport N. T. S., 6; Felham Bay N. T. S., 0.
At Cambridge—Camp Devens, 10; Naval Radio School, 0.
At Swarthmore—Swarthmore, 29; Delaware, 0.
At Washington—Georgetown, 14; Charleston Navy Yard, 0.
At Birmingham—Alabama—Vanderbilt, 21; Auburn, 6.
At Louisville—Camp Hancock, 0; Campbell Taylor, 0.
At Minneapolis—Minnesota, 6; Wisconsin, 0.
At Urbana—Illinois, 12; Ohio State, 0.
At Cleveland—Cleveland Naval Reserve, 83; Cornell, 6.
At Cleveland—Mount Union, 1; Western Reserve, 6; (forfeited).
At Oberlin—Case, 17; Oberlin, 8.
At St. Louis—Fort Riley, 24; Scott Field, 0.
At Lincoln—Nebraska, 20; Kansas, 0.
At Indianapolis—Purdue, 23; Wabash, 7.
At Chicago—Northwestern, 21; Chicago, 6.

At Indianapolis—Butler College, 6; Franklin College, 2.
At Iowa City—Iowa, 21; Ames, 9.
At Chicago—Chicago Naval Reserve, 20; Camp Dodge, 0.
At Hanover, N. H.—Dartmouth, 26; Middlebury, 0.

Skeleton Of World's Champion Trotter For N.Y. Museum

Lexington, Ky., November 16.—Lee Axworthy, 1:58 1/4, world champion trotter, which died here last week, will be examined, his skeleton articulated and mounted in the Museum of Natural History in New York. An expert from the museum is here for the preliminary work, which will likely be completed next week. Harry Devereux, of Cleveland, president of the Grand Circuit and one of the owners of the trotter, readily gave his consent to the articulation.

Lee Axworthy will be the only light harness horse ever to be so honored, and only four horses in history have been mounted. They are: Sponchy, whose skeleton is in the same museum in New York where Lee Axworthy will be shown; Lexington, in the Smithsonian Institution in Washington; Ormonde and Eclipse in the British Museum. Eclipse flourished about 125 years ago.

SCHOOL FOR CARD PLAYERS
Auction Bridge. M. L. says: The dealer holds four hearts to the king, two small clubs, five diamonds to the king queen, and king ten of spades. What should he declare? No score.

One diamond. The hand is not up to no trump strength, but can assist any major suit bid by the partner and should save the game against any adverse contract.

J. E. D. says: Z deals, and before he declares himself A, on his left, bids two spades. Z demanded a new deal, but A bets that the only penalty is to declare A's partner from bidding.

There is no new deal. One or other of the opponents, in this case the dealer or his partner, must either cancel the bid or accept it. If they cancel it Z bids just as if nothing had happened, but A's partner may not participate in the bidding. If the bid is accepted it is the turn of the dealer's partner to proceed with the bidding, just as if A's bid were regular. The same answer to B. H. R. Baltimore, in that case the bid out of turn being one spade instead of two.

Newmarket. K. O'H. asks where the official rules of this game can be found.

There are none, but the game is described in all modern Hoyle's, sometimes under the name of "Stops."

M. I. T. Chinese Soccer Players Beat Harvard

Boston, November 16.—M. I. T. Chinese soccer men won for the fourth time straight yesterday afternoon in a brilliant game against Harvard S. A. T. C., 4 to 1.

The winning team displayed in intimate knowledge of the game and put on many trick plays. Kwan of Tech scored two goals. The summary:

M. I. T.—T. P. Wei, g.; C. Y. Huang, lb.; Y. L. Tih, rb.; S. S. Chen, in; H. Huang, ch; K. K. Chou, rb.; S. S. Kwan, lb.; K. C. Li, lb.; T. K. Lin, cf; K. P. Ho, rf; Ede, cf; T. K. Liang, rf.

Harvard—Phillips, lb.; Craig, lb.; Guy de Rocha, cf; Chanin, rf; Grant, rf; Ross, lb.; Masters, ch; Mamen Ben, rb; Dunca, lb; Friel, rb; Maloney, g.

NEXT YEAR

The baseball player up and framed: A single would have tied the score. From somewhere in the distant stand Arce a loud sarcastic roar.

"Back to the shipyard!" Another shipyard athlete essayed to smite the pill and failed. And from a far-off bleacher seat a loud and wild-eyed rooster wailed: "Get a palmtree!"

"COMMANDER"

"Commander" stands supreme in its power to satisfy the most fastidious smokers. It is a mild, pleasing cigarette made in a "Super Size"....

"Commander must be smoked to be appreciated"



SHANGHAI-NANKING RAILWAY ABRIDGED TIME TABLE

Shanghai North To Nanking—Up (Main Line)									
STATIONS	Local	Fast	2nd	Fast	Local	Fast	Local	Fast	Local
SHANGHAI	7.55	8.10	8.40	12.45	13.25	13.15	13.00	12.45	12.30
BOOCHOW	dep.	8.41	11.22	12.30	14.55	15.15	15.00	14.45	14.30
WUJI	dep.	10.01	12.54	13.41	15.54	16.27	16.00	15.45	15.30
CHANGCHOW	dep.	11.22	13.16	14.02	16.48	17.00	16.45	16.30	16.15
YANGTUNG	dep.	12.44	14.31	15.16	17.41	17.50	17.35	17.20	17.05
CHUNSIANG	dep.	13.12	14.55	15.37	18.22	18.30	18.15	18.00	17.45
NANKING	arr.	14.15	15.55	16.30	19.10	19.15	19.00	18.45	18.30
NANKING TO SHANGHAI NORTH—Down									
STATIONS	Local	Fast	2nd	Fast	Local	Fast	Local	Fast	Local
PERKING	dep.	15.45	16.00	16.15	16.30	16.45	16.55	17.10	17.25
TIENTSIN	dep.	16.30	16.45	16.55	17.10	17.25	17.35	17.50	18.05
CENTRAL	dep.	17.15	17.30	17.40	17.55	18.10	18.20	18.35	18.50
TSINANFU	dep.	18.00	18.15	18.25	18.40	18.55	19.05	19.20	19.35
PUKOW	dep.	18.45	18.55	19.05	19.20	19.35	19.45	19.55	20.10
NANKING	dep.	19.30	19.40	19.50	20.05	20.15	20.25	20.35	20.45
CHUNSIANG	dep.	20.15	20.25	20.35	20.50	21.00	21.10	21.20	21.30
YANGTUNG	dep.	21.00	21.10	21.20	21.35	21.45	21.55	22.05	22.15
CHANGCHOW	dep.	21.45	21.55	22.05	22.20	22.30	22.40	22.50	23.00
WUJI	dep.	22.30	22.40	22.50	23.05	23.15	23.25	23.35	23.45
BOOCHOW	dep.	23.15	23.25	23.35	23.50	24.00	24.10	24.20	24.30
SHANGHAI	arr.	24.00	24.10	24.20	24.35	24.45	24.55	25.05	25.15

Woosung Fords to Shanghai North—Up (BRANCH LINE)									
STATIONS	Local	Fast	2nd	Fast	Local	Fast	Local	Fast	Local
WOOSUNG	7.55	8.10	8.40	12.45	13.25	13.15	13.00	12.45	12.30
SHANGHAI	arr.	8.25	8.40	12.55	13.35	13.25	13.10	12.55	12.40
Shanghai North to Woosung Fords—Down									
STATIONS	Local	Fast	2nd	Fast	Local	Fast	Local	Fast	Local
SHANGHAI	7.55	8.10	8.40	12.45	13.25	13.15	13.00	12.45	12.30
WOOSUNG	arr.	8.25	8.40	12.55	13.35	13.25	13.10	12.55	12.40

Coming ! Coming !! Coming !!!

The Famous Petrograd Chamber Sextette

"ZIMRO"

Under the patronage of the
Central Zionists Society

MEMBERS

Clarinet	C. Bellzon
1st Violin	J. Mistechkin
2nd "	M. Rosenker
Viola	K. Moldovan
Violincello	J. Cherniavsky
Piano	L. Berdichevsky

"All graduated from the Petrograd and Moscow Conservatorie"

First National Jewish Concert will be at the
OLYMPIC THEATRE, January 18

Direction: A. STROK

SHANGHAI-HANGCHOW-NINGPO RAILWAY ABRIDGED TIME TABLE

SHANGHAI NORTH TO ZAHKOU—"DOWN" MAIN LINE									
STATIONS	Local	Fast	Slow	Local	Fast	Local	Fast	Local	Fast
Shanghai North	7.35	9.00	10.00	14.50	15.50	16.50	17.50	18.50	19.50
Hangchow	dep.	7.51	9.16	10.23	15.06	16.06	17.13	18.13	19.13
Hangchow Junction	dep.	7.58	9.23	10.30	15.13	16.13	17.20	18.20	19.20
Langhwa Junction	dep.	8.15	9.40	10.43	15.30	16.30	17.37	18.37	19.37
ZAHKOU TO SHANGHAI NORTH—"UP"									
STATIONS	Local	Fast	Slow	Local	Fast	Local	Fast	Local	Fast
Zahkou	6.30	7.55	8.55	14.10	15.10	16.10	17.10	18.10	19.10
Hangchow	dep.	7.00	8.20	9.20	14.40	15.40	16.40	17.40	18.40
Hangchow Junction	dep.	7.04	8.24	9.24	14.44	15.44	16.44	17.44	18.44
Langhwa Junction	dep.	7.15	8.35	9.35	14.55	15.55	16.55	17.55	18.55
Kashu	dep.	7.48	8.68	9.68	15.28	16.28	17.28	18.28	19.28
Shanghai North	arr.	8.05	9.25	10.25	16.05	17.05	18.05	19.05	20.05
KONZENCHIAO TO ZAHKOU									
STATIONS	Local	Fast	Slow	Local	Fast	Local	Fast	Local	Fast
Konzenchiao	6.50	8.25	11.25	14.00	15.55	18.35	19.35	21.35	22.35
Konhangmun	dep.	7.10	8.50	11.40	14.15	16.10	18.50	19.50	20.50
Hangchow	dep.	7.20	9.15	11.52	14.24	16.30	19.00	19.50	20.50
Zahkou	arr.	7.40	9.40	12.10	14.40	16.55	19.20	19.50	20.50
KIANGSHOO BRANCH LINE									
STATIONS	Local	Fast	Slow	Local	Fast	Local	Fast	Local	Fast
Konzenchiao	6.50	8.25	11.25	14.00	15.55	18.35	19.35	21.35	22.35
Konhangmun	dep.	7.10	8.50	11.40	14.15	16.10	18.50	19.50	20.50
Hangchow	dep.	7.20	9.15	11.52	14.24	16.30	19.00	19.50	20.50
Zahkou	arr.	7.40	9.40	12.10	14.40	16.55	19.20	19.50	20.50